THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

EXTRACTING CAMPAIGN-GIFT SECRETS

WHAT BENEFACTORS of great wealth are paying the campaign expenses of the three leading Presidential candidates, and what do they hope to get in return for their generosity? It is for an answer to this question that the public is scrutinizing the evidence given before the Senate investigating committee on campaign funds, altho the testimony up to the present has dealt only with the Republican war-chests of other years, and with the Progressive pre-convention fund of this year. The committee promises that its work will finally cover the whole field, but Senator Dixon accuses it of a design to adjourn until after election as soon as it has gone exhaustively into Colonel Roosevelt's record in search of ammunition for his political rivals. Senator Clapp, chairman of the investigating committee, is a Roosevelt man, and of the other four members two are Republicans and two are Democrats. While the editors do not wholly ignore the wider problems of campaign-fund regulation and publicity suggested by this investigation, they devote most of their attention to its more personal bearings. Thus in the light of this latest evidence many are recalling Judge Parker's preelection charge in 1904 that "vast sums of money have been contributed for the control of this election in aid of the Administration by corporations and trusts," and Mr. Roosevelt's reply that "the statements made by Mr. Parker are unqualifiedly and atrociously false." Judge Parker's charge, it should be added, included the intimation that the contributions in question had been extracted from the corporations by fear of reprisal, and Mr. Roosevelt says it was this that he denied. These charges, now declares the New York *Evening Post* (Ind.), "were exaggerated in form, but that they were true in substance it would be hard to find an intelligent man to-day who would deny." Such pro-Roosevelt papers as the New York *Press*, on the other hand, find in the testimony before the investigating committee nothing but triumphant evidence that "some plutocrats did try to buy him, as they were used to buying others, but failed."

While many papers tell us editorially that corporation contributions were not illegal in 1904, as they are now, and that the facts thus far brought to light have little or no bearing on the present campaign, they continue to accord to the investigation the tribute of head-lines and the front page. "The committee may make a lot of campaign thunder, but nobody will be seriously hurt," predicts the Washington *Post*, an independent journal which is supporting President Taft.

Among the facts brought out at the first day's hearing were the amounts of the Republican campaign funds of 1892, 1896, 1900, and 1904, which were respectively $1,600,000, $3,500,000, $3,000,000, and $2,088,000. These figures were supplied by Cornelius N. Bliss, Jr., whose father was treasurer of the Republican National Campaign Committee in 1904. Mr. Bliss submitted a letter in which his father exprest the conviction that "the right to refuse to make public these contributions is as sacred as the right of a man to cast a secret ballot in the election."

On the following day George R. Sheldon, who in 1908 succeeded Cornelius N. Bliss as treasurer, testified that the records of 1904 showed contributions to Colonel Roosevelt's campaign of $100,000 each from J. P. Morgan, H. C. Frick, John D. Archbold, and George J. Gould. Asked what percentage of the entire campaign fund was contributed by corporations, Mr. Sheldon answered: "To be frank, 73½ per cent." He corroborated the Colonel's statement that the $240,000 raised by E. H. Harriman in 1904 was used solely in the New York State campaign, and did not figure in the national campaign fund. A number of letters which passed between Colonel Roosevelt while President and E. H. Harriman were submitted by Mr. Tegethoff, who was Mr. Harriman's private secretary. These letters, which cover a period of about five years, beginning in 1901, show that during that time the Colonel's relations were fairly cordial with the man he denounced in 1907 as an "undesirable citizen."

Special interest attaches to the testimony of J. P. Morgan, who told the committee that his firm contributed not $100,000, but $150,000, to the Roosevelt campaign fund of 1904. To the McKinley campaign of 1900, he said, he had given $100,000, and to the Taft campaign of 1908, $30,000. In the course of his testimony he said that his contributions were made "for the good of the country," and with no expectation of anything in return:

"There is one statement that I would like to make. I want it distinctly understood that J. P. Morgan & Company never made a single subscription to any election with any promise or expectation of anything or return in any way, shape, or manner, and we never made it without we deemed it advantageous for the Government and the people. We never had a communication from any candidate. We never had an application from any candidate for money, and anything that we did or that was done under my suggestion—and we were all in harmony—was that it was necessary for the good of the country and the business of the people, and it was done, and there was

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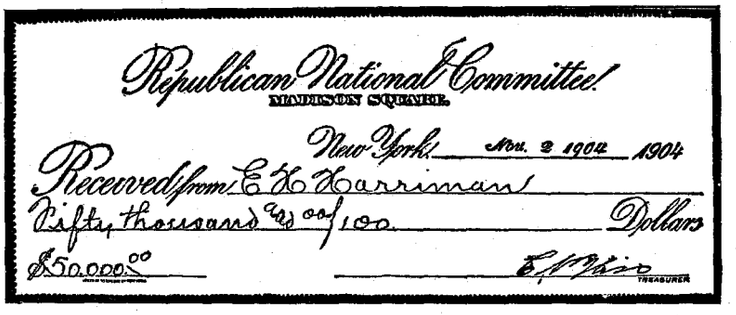
never a commitment of any expectation of any return, and we never got any return, either, from anybody, if I may be allowed."

On Friday Colonel Roosevelt himself took the stand. He stated that he had had no knowledge of the Morgan and Gould contributions until he read Mr. Sheldon's recent testimony before the committee. He insisted that he had assurances that the Archbold contribution, if made, was returned. At the end of the morning hearing he summarized his own testimony as follows:

"I asked no man to contribute to the campaign fund when I was elected President of the United States, and I wish to reiterate that Mr. Bliss and Mr. Cortelyou both assured me that no promise had been made as a return for any contribution. Neither they nor any one else having authority asked me to act or refrain from acting in any matter while I was President because any contribution had been made or withheld. Gentlemen, could I put it more sweepingly?"

In regard to the much-discust Harriman fund, the Colonel pointed out that at the time the contribution was made there was no doubt about the national ticket carrying New York, but that the State ticket was in difficulties:


Republican National Committee
MADISON SQUARE
New York Nov. 2 1904
Received from E. H. Harriman
Fifty thousand 00/100 Dollars
$50,000.00
TREASURER

A PIECE OF EVIDENCE THE ANTI-ROOSEVELT FORCES FIND SPECIALLY INTERESTING.

"There was not one word spoken by Mr. Harriman or me having any reference to the collection of funds for the national campaign. On the contrary, the entire conversation was to the effect that the national campaign was safe and that aid should be given to the State campaign. . . . . .

"Mr. Loeb was present during the interview between Mr. Harriman and myself and heard every word.

"Mr. Harriman asked me to get Mr. Cortelyou and Mr. Bliss to help raise funds for the New York State campaign. I never asked Mr. Harriman directly or indirectly for a dollar to help in that campaign or any other."

Discussing his famous controversy with Alton B. Parker, he denied ever saying that corporations had not contributed to the Republican party. What he did say was that corporations had not been "blackmailed" into contributing, nor "assured of some kind of favor" for contributing.

When asked "as a practical man would you naturally think that some of these people might be expecting favors?" he answered:

"As a practical man of high ideals, who has always endeavored to put his high ideals into practise, I think any man who would believe that he would get any consideration from making any contributions to me was either a crook or a fool."

"A clean bill for Roosevelt," declare the Progressive papers, is all the investigators have to show for their efforts. Anti-Roosevelt papers, on the other hand, are equally convinced that the Colonel has now been stript of his disguise and revealed in a very damaging light. "The trap has sprung and Roosevelt has been caught in it," exclaims the Philadelphia *Inquirer* (Rep.), which goes on to say: "It isn't the fact that tremendous sums of money were raised for the Roosevelt campaign that counts in the long run; it is the attitude assumed by Roosevelt himself in trying to explain them away." More specific are the charges of the New York *World* (Ind. Dem.), which never misses an opportunity to turn its editorial batteries on the Colonel. While conceding that Mr. Harriman and the Standard Oil Company "received scant favor for the money that had been squeezed out of them, except immunity from criminal prosecution under the Sherman Law," *The World* maintains that "it is not true that Mr. Morgan and Mr. Frick received no favors":

"Mr. Roosevelt never prosecuted J. P. Morgan & Co.'s Steel Trust. He emphatically stopt the proceedings instituted by others against J. P. Morgan & Co.'s Harvester Trust. When the panic of 1907 was at its height he turned the resources of the Treasury over to J. P. Morgan & Co., who used them and made money and reputation by the process. He met Gary and Frick, representing J. P. Morgan & Co.'s Steel Trust, before breakfast one morning and licensed them, in violation of law, to absorb the Tennessee Coal and Iron Company, thus giving J. P. Morgan & Co.'s Steel Trust a monopoly of high-grade iron-ore. He put Mr. Bacon, a partner of J. P. Morgan & Co., into the State Department and the diplomatic service. He made Herbert Satterlee, J. P. Morgan's son-in-law, Assistant Secretary of the Navy. In a letter to Attorney-General Bonaparte he testified feelingly to the virtues of the 'Morgan interests which have been so friendly to us.' Never before was the 'public welfare' so cheaply protected.

"The 'Morgan interests' are not confined to J. P. Morgan & Co. by any means. The Morgan interests comprehend life-insurance companies, banks and trust companies, railroads and manufacturing enterprises. If the parent house increased its regular Republican contribution in 1904 because of its 'especial interest,' we may easily imagine that the policy was widely imitated by affiliated corporations and individuals. Perhaps in this almost unexampled favor by the Morgan interests we shall find an explanation of the Roosevelt Administration's hostility to the Standard Oil interests, which have not always agreed with J. P. Morgan & Co. concerning 'the welfare of the public.'"

Turning to the dispute as to whether Mr. Harriman contributed to the Roosevelt campaign fund or only to the New York State Republican fund, the Springfield *Republican* (Ind.) points to the widely published receipt for $50,000 and remarks:

"This receipt from Mr. Bliss proves that Mr. Harriman sent his personal contribution to Mr. Bliss, treasurer of the Republican National Committee, and that Mr. Bliss acknowledged having received it. The transaction thus became a part of the financial operations of the national committee, in the first instance, whatever use was made finally of Harriman's money."

Progressive papers declare exultingly that all efforts on the part of the corporations to "buy" Colonel Roosevelt were futile, and the Baltimore *News* (Prog.) finds ample evidence of the fact in the Harriman-Roosevelt letters published during this investigation. Says *The News:*

"The letters made public show that the then President was urged by Mr. Harriman to omit from his Congressional message discussion of the railroad question. The answer to this was that Mr. Roosevelt had made up his mind what he was going to do in this regard.

"What he did do was to send in the message on railroad matters which was the initiation of the great fight that brought the Dolliver-Hepburn bill of 1906.

"Harriman asked for an advance copy of the railroad parts of the famous message to Congress. Roosevelt replied that he was not letting anybody have any parts of the message.

"It appears, then, that—

"Roosevelt did not consult Harriman about his railroad policy, and would not let Harriman see in advance his recommendations on the subject. Later he ordered an antitrust suit to dissolve the Harriman railroad combination.

"Campaign contributors wanted James Hazen Hyde made Ambassador to France. Roosevelt flatly refused.

"They wanted Depew made Ambassador to France after that. Again Roosevelt declined.

"The Standard Oil Company claims that it contributed heavily to the 1904 campaign, and boldly avers that it expected consideration in return.

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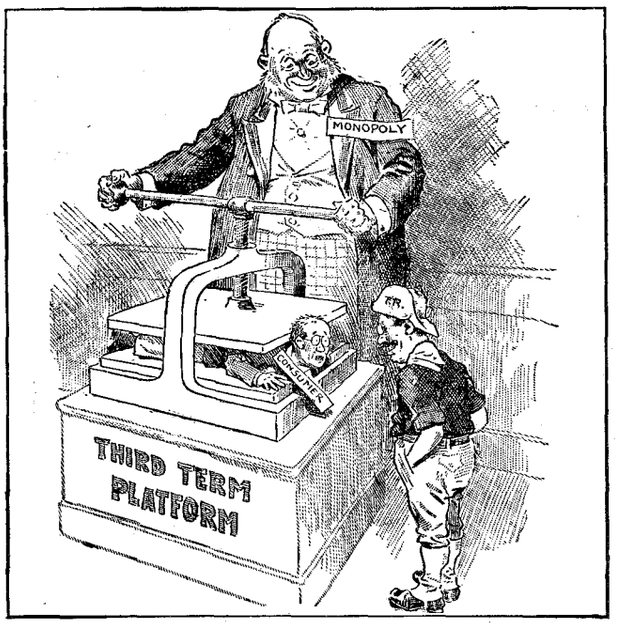

T. R.—"He won't hurt, 'cause he likes me."
—De Mar in the Philadelphia *Record*.

TO PASS PROSPERITY AROUND.

We demand that the test of true prosperity shall be the benefits conferred thereby on all the citizens, not confined to individuals or classes.—Progressive Party Platform.

—*Carter in the New York Press.*

OPPOSITE VIEWS OF PROGRESSIVE POLICY.

"Instead, it was sued under the Antitrust Act, and ultimately its dissolution was decreed.

"Out of the whole record one thing appears perfectly clear. The campaign funds of 1904 were raised under the old system, and it was a wrong system. It was a system that inevitably led powerful interests to hope their contributions would be in the nature of payments for indulgences. The indulgences were never delivered by Roosevelt, and Roosevelt was very insistent that nobody who gave should be permitted to understand that he was possibly paying for some advantage."

Mr. Harriman "was rebuffed so often that at last there came a break," says the New York *Press* (Prog.). "He wrote the celebrated letter to Sydney Webster in which he asked, 'Where do I stand?'" *The Press* goes on to say:

"It was because Roosevelt would not grant governmental favors to the Harrimans that they all turned against him. They were indignant and infuriated because they could not buy him, as they had bought so many statesmen, in the customary way of making gifts to campaign funds.

"There were many Harrimans who learned to hate Roosevelt because he would not do their bidding. Most of them and their hired politicians are arrayed against him to-day."

Turning its attention to more recent history, the committee elicited the information that William Flinn, of Pittsburg, spent $144,308.29 in Pennsylvania in the fight to procure the regular Republican nomination for Colonel Roosevelt this year. Senator Dixon, Colonel Roosevelt's campaign manager, informed the committee that this year "the Sugar Trust is backing Taft" and "the Standard Oil and the Sugar Trust are both either for Taft or Wilson." He alleged that Charles P. Taft had spent $600,000 in his brother's canvass for the Presidential nomination this year. He testified that the principal contributors to the Progressive campaign fund were George W. Perkins, Frank A. Munsey, and Dan R. Hanna. He also asserted that a representative of the Oil and Tobacco Trusts was buying the support of foreign newspapers published in this country for President Taft's candidacy.

"The slime of high finance is over the whole business," exclaims the New York *Tribune* (Rep.), which demands "some laws which will actually stop making the nomination of a President a millionaires' game." Citing the complaint of the Democratic National Campaign Committee that not a fifth of the necessary funds have been contributed under the program of popular subscription, the Detroit *News* (Ind.) remarks that this is because the rank and file have not yet "acquired the habit" of contributing to campaign funds. It adds: "The rank and file owe it to their party if they have one and to their country to contribute to these election publicity funds."

LABOR AND THE CANDIDATES

"NOT ONE of the capitalist Presidential candidates has ever been in jail in the interest of the working-class," boasts Eugene V. Debs, the Socialist candidate, thus showing his superiority over his rivals in a speech to a great ratification meeting in Madison Square Garden, New York, last week. No reply to this telling thrust has been made so far by Messrs. Taft, Wilson, or Roosevelt, and if the great army of labor thinks the point a valid one and rallies to Debs on the strength of it, he will be our next President. For figures given in *The World Almanac* show that two-thirds of our population are "engaged in industrial occupations," a sufficiently large proportion to seat any candidate they please. Half of these workers, we read, are engaged in agriculture and half in factories, mines, building, transportation, etc. If there are 15,000,000 votes, then 10,000,000 of them would apparently be cast by the workers, and as Mr. Debs received only 420,000 in 1908, his field of opportunity to gain new recruits is immense. Colonel Roosevelt is appealing to the workers on the idea that his administration will see to it that business prosperity gets into the pay-envelop; Governor Wilson argues that a lower tariff on the workingman's necessities of life will lighten his burden, and President Taft points with pride to present prosperity and warns the toiler against the perils of a change that may bring hard times, closed factories, and want. The Prohibition candidate holds that drink is the workingman's curse, and its abolition his greatest blessing. But Mr. Debs avers that the Socialist party is "the only party financed, supported, and controlled in the interest of the working-class," "the only party that has any moral right

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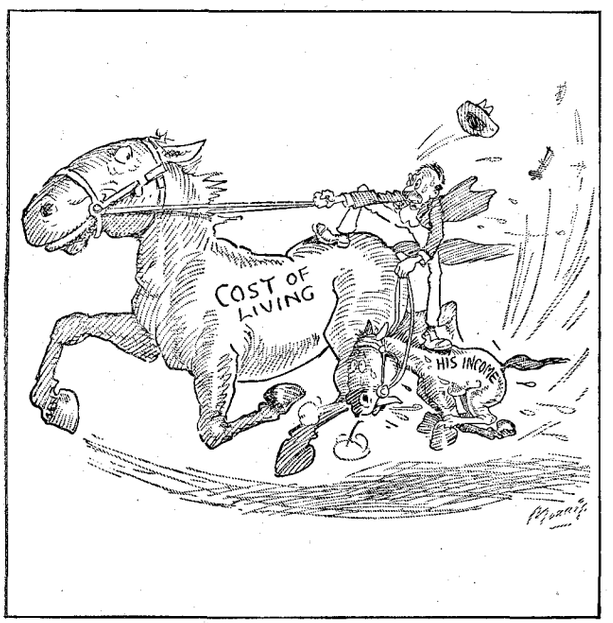
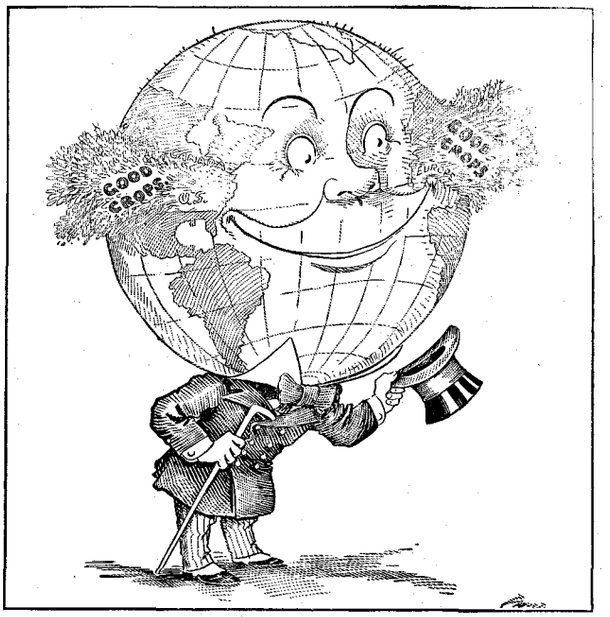


HOW LONG CAN HE STICK?
—Morris in the Spokane *Spokesman-Review*.



SIDE WHISKERS—THE 1912 STYLE.
—Bartholomew in the Minneapolis *Journal*.

COMING CROPS AND CROPPERS.

to appeal to the working-class for support in this campaign," and he assures us that all the other parties are committed to the exploitation of the workers and stand for wage-slavery. From the working-class point of view, he says, there is no essential difference between them. To quote further from his list of reasons why the laborer should vote the Socialist ticket and ignore the blandishments of the Elephant, the Donkey, and the Bull Moose:

"Not one of the capitalist Presidential candidates has ever done a day's work for wages. Not one of them has ever known what it means to hunt a job. Not one of them has ever been on strike. Not one of them knows what it means when on strike to be enjoined by a capitalist court. Not one of them has ever been beaten over the head by a brutal policeman. . . . . .

"Not one of them has been born in the working-class. Not one of them has been reared in the working-class. Not one of them has suffered in and with the working-class. . . . . .

"If you are a workingman and are in any one of the old parties, you are as out of place there as John D. Rockefeller would be in the Socialist party."

To balance against this uncompromising attitude on the part of Debs, we find another and equally prominent labor-leader entirely ignoring the Socialist party in his discussion of labor's duty in the present campaign. After analyzing the labor planks in the Republican, Democratic, and Progressive platforms, Mr. Samuel Gompers points out in *The American Federationist* (Washington), the organ of the American Federation of Labor, that "the national convention of the Republican party totally ignored the questions affecting labor's demands for the principles of justice and human liberty; while the declaration of the Democratic party upon these questions is a reaffirmation of its favorable platform planks of 1908, and that of the Progressive party is equally outspoken and favorable." Altho Mr. Gompers does not claim to control the votes of his organization, it is nevertheless significant that the head of a body of 2,000,000 labor-unionists should officially blacklist the Republican party, praise the Democrats and Progressives, and not even mention the Socialists. His attitude moves the New York *Call* (Socialist) to remark:

"In promulgating, in giving forth, or publishing or otherwise making known what he calls 'labor's political program,' Samuel Gompers shows the exact reason why he and similar labor-leaders have so abjectly failed in all previous campaigns. The workers, as led by Gompers, are always asking for something. They are always going to some one in office, or who may be in office, and begging for or trying to wheedle something out of them. Now the workers have the right neither to beg nor to command. The only right they have is that of taking possession of what belongs to them, of nothing more and nothing less. If they were merely beggars, with hat in hand humbly soliciting some little phrase of legislation, or going to elected officials and cringingly asking for some little favor or recognition, they would be the most worthless of all people in this country. . . . . .

"Gompers, in his methods of warfare, shows that he does not understand the position or the purpose of the working-class. He does not understand their strength or needs. What he manifests, on the contrary, is a wonderful capacity for keeping the working-class in the rôle of suppliants instead of urging them on to the position of possessors."

The retort of the Taft managers to the Federation of Labor's attack is to point to the country's present prosperity, in which the workingman, they claim, is sharing to an unprecedented degree. In factory and labor centers, declares Mr. Kealing of the Chicago Taft headquarters, "every man who wants work can get a job at the highest wages ever paid in this country." And the President himself, in an authorized interview given to *American Industries* (New York), the organ of the National Association of Manufacturers, expresses confidence that "I will receive the support of the great army of business men in this country and of that large portion of labor which is employed by these comparatively smaller concerns and industries." He bases this expectation on the belief that by his enforcement of the Sherman Law he has promoted the interests of "the great majority of the comparatively smaller business men and manufacturers of the country and of their great army of employees." On this point he goes on to say:

"The number of concerns affected by the prohibitions of the Antitrust Law is very small when compared with the great number of producers and manufacturers and business men in this country whose interests are promoted by the strict and impartial enforcement of that law. The aggregate capital of the comparatively smaller business men, producers, and manufacturers will far exceed that of the so-called trusts, or those who may be tempted to form trusts, and the employees of the former will far exceed those of the latter. And these smaller business men and their employees represent the bone and sinew of the industry of the United States. To them I look for support in

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the coming election because I have served them faithfully and have safeguarded their interests against those who, actuated solely by selfishness, would have injured them."

Criticisms of Colonel Roosevelt in labor's name are directed chiefly against his doctrine of regulated monopoly, with the exception of those from Socialist sources, which chiefly question his sincerity. That great corporations like the Steel Trust are a menace to organized labor has been stated with a good deal of emphasis by both Governor Wilson and Louis D. Brandeis, the latter even implying in a recent speech that the Colonel was not very sympathetic toward "the fundamental right of labor to organize." To this implication the Washington *Times* (Prog.) replies by pointing to the Progressive platform, which specifically declares that "we favor the organization of the workers, men and women, as a means of protecting their interest and of promoting their progress." Nor is that all, says *The Times:* "The Progressive platform goes further, and declares for the creation of a Department of Labor, with a seat in the Cabinet and with wide jurisdiction over matters affecting the conditions of labor and living."

PEEPING TOM.
—Harding in the Brooklyn *Eagle*.

Turning to the case of Governor Wilson, we find his attitude toward labor sharply challenged by the Pittsburg *Labor World*, a labor-union publication. This attitude, we are told, "is one of contempt and opposition." After stating that in the present campaign "Dr. Wilson has not in any single instance declared himself definitely or in a manly and clear manner on any question that directly concerns labor," it goes on to pick from his writings and earlier speeches isolated passages to prove that he regards unionism with an unfriendly eye. For instance, it quotes the following paragraph from a baccalaureate address delivered to a graduating class at Princeton in June, 1909:

"You know what the usual stand of the employee is in our day. It is to give as little as he may for his wage. Labor is standardized by the trade-unions, and it is made to conform. No one is suffered to do more than the average workingman can do. In some trades and handicrafts no one is suffered to do more than the least skilful of the workingmen can do within the hours allotted to the day's labor, and no one may work off hours at all or volunteer anything beyond the minimum. The labor of America is rapidly becoming unprofitable under its present regulation by those who have determined to reduce it to a minimum."

After denouncing this as "a vicious slander against the wage-workers of the United States," the Pittsburg paper goes on to say:

"For nearly two centuries organized labor has been heroically fighting, and successfully, such smooth, cunning enemies as Governor Wilson. Let us continue to fight them. . . . . .

"Labor, organized or unorganized, can not look upon Gov. Woodrow Wilson as a friend. The only settled convictions he seems to hold on anything are those relating to wage-workers, and he even does not class their leaders as thoughtful men—they are 'mere labor agitators' (see page 266, volume 5, 'A History of the American People'). His attitude toward labor is one of contempt and opposition to their methods of self-protection. Wage-workers of the United States should not vote for Woodrow Wilson to become President of the country. He is not their friend."

NEWSPAPERS OPPOSING PUBLICITY

IT MIGHT SEEM a little strange that the very publications which live by turning the search-light of publicity upon everybody and everything should resist a law that aims to give them some of their own treatment, but such is the situation that now develops. It is not that they have anything to hide, however, the press hasten to explain, but it is rather because the law is inquisitorial and contrary to the free spirit of American institutions. In enforcing the new law requiring the newspapers to publish all the facts concerning their ownership and circulation, and to mark all paid matter as "advertisements," the Federal Government, declares the Brooklyn *Eagle*, has begun for the "first time in the history of the country a censorship of the daily press." This view is not universally held, for we find the New York *Globe*, Salt Lake *Herald*, Washington *Star*, and the Munsey papers among those welcoming the new legislation and cheerfully announcing their compliance with its requirements. But the press generally find it to be a foolish and futile measure, which abridges the freedom of the press and accomplishes no good, and which they think the courts will find unconstitutional as soon as a promised test-case comes to trial. In the editorial utterances of its severest critics, like the New York *Herald*, Boston *Transcript*, *Wall Street Journal*, Norfolk *Virginian-Pilot*, Syracuse *Post-Standard*, and Philadelphia *Press*, occur such phrases as "unconscionable and unconstitutional interference," "drastic and silly restrictions," "utter absurdity and wickedness," "freak, pure and simple." And even the New York *World*, which asserts its belief that the ownership, indebtedness, and circulation of newspapers should be a matter of public record, and "that all paid advertising should be marked advertising," adds:

"We are opposed to the newspaper law sneaked through Congress as a rider to the Post-office Bill only because we believe that this matter has no legitimate relation to the postal service, and that the Government's inquisitorial powers over users of the United States mail should not be extended. . . . . .

"All this information can justly and rightfully be demanded by each State, and *The World* would heartily favor a State law which provided for the full measure of newspaper publicity that this Federal statute seeks to obtain."

The many newspaper objections to the new press law, points out the New York *Evening Post*, are not due to any unwillingness to have the facts made known. They "relate chiefly to the method and the compulsion by which it is sought to obtain the information." *The Evening Post* does not like "to be compelled to print these facts in our columns at a given time [April 1 and October 1 annually], and supply them to the Postmaster-General and the local postmaster, under threat of exclusion from the mails, precisely as if we were publishing obscene or illegal matter." It continues:

"The threat is not to exclude the newspapers if a certain thing *is* published, but if something which is desired *is not* published.

"It is precisely this fact which makes the precedent thus established so dangerous an invasion of the liberty of the press. No newspaper has dwelt more often than *The Evening Post* upon

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the moral responsibility of each individual newspaper to the public. The newspaper is not, however, a public-service corporation. It does not hold a franchise from the public, or exercise a monopoly, and it pays its way in the mails. Anybody with the requisite capital can start a newspaper; Mr. Hearst has shown that. It is still a private business which the public can ruin overnight, if it desires to withdraw its patronage. Now, if the Government can pry into that business solely out of curiosity, and not for any reason directly connected with the proper conduct of the business, what private business is likely to be safe? And surely no one will assert that the Constitution intended that any agency of the Government should be used as a club to make certain users of the mails reveal their business affairs. . . .

"We are glad, therefore, to learn that, with the support of the American Newspaper Publishers' Association, a Brooklyn newspaper is to test the constitutionality of the law. That the statute will be upheld, we do not for a moment believe."

Nor would this law protect the public, say several editors, who are of the opinion that it knows pretty well "what newspapers are free and unthrottled and able to speak out on all subjects." They agree with this statement made by Postmaster-General Hitchcock when the subject was before a Senate Committee, that—

"The only possible service to be rendered by such a provision would be the identification of the owners and writers of newspapers and periodicals, in order to hold them for contractual obligations or for libelous printed matter, both of which would be matters under the jurisdiction of the State and not the Federal authority."

The Chicago *Tribune* finds two "valid objections" to the rule:

"First, that weak newspapers which depend upon borrowed money or bonded debt for their financing, and which must go to the sources from which financial support of this kind is invariably derived, would be unduly accused of catering to the financial interests; and, second, that the minor perquisites of the smaller newspapers, such as free theater tickets and free books sent in to be reviewed, would no longer be received, because the resultant dramatic and literary criticism would have to be labeled 'advertisements.'"

But *The Tribune* can not help confessing that—

"The Federal law is in direct line with the tendency of the age to regulate the conduct of private business by legislation. The faults of this law are probably no more marked than the faults in other laws regulating business. The resultant inequalities favoring one publisher over another are no greater than the inequalities favoring one factory over another or one railroad over another, which result from our factory and railroad regulation laws.

"If it is good for the Government to regulate various forms of business to prevent abuses which in other days were supposed to work their own salvation, it is good policy to compel publicity of the ownership of newspapers and to show up purchased news and editorials.

"In this age of regulation of industry let the newspapers stand on an equality with other business."

One of the few dailies to comply with the law at the earliest opportunity by sending its sworn statement to the Postmaster-General on October 1, and publishing it in its issue of October 2, stoutly defends the law. Says the Washington *Star:*

"*The Star* believes, regardless of the question of constitutionality which remains to be tested by an appeal to court, that this statutory requirement is reasonable and that compliance with it fully and frankly is desirable. *The Star* firmly believes that all paid advertising printed as reading matter should be plainly marked 'advertisement,' as required by the act. A newspaper is a public institution, and in its relations to the Post-office Department it is in enjoyment virtually of a public franchise through its admission to the mails at low rates of carriage and delivery. There should be no secret as to ownership, and all facts regarding circulation should be public property. As long as the act remains in force *The Star* will comply with its terms both in the letter and in the spirit."

The unconstitutional nature of the press publicity law is strongly urged by Mr. James M. Beck, the New York lawyer, in an opinion written for the American Newspaper Publishers' Association. He finds it "obvious that this act is intended to regulate journalism and not the mails," and looking at it from a different angle, sees "a plain, palpable, and naked invasion of the rights of the States." Indeed, he says, "it is doubtful whether even a State with more comprehensive powers of legislation could pass such a law, in view of the guaranty of the freedom of the press which may be found in almost any State constitution."

ROOSEVELT'S PLEA TO THE SOUTH

SOUTHERN HOSPITALITY for Colonel Roosevelt in the press of that section is more evident in the news columns than on the editorial page. The Southern vote for him may surpass all expectations, of course, and confound his critics, but if so the movement is not evident enough as yet to cause the Southern press to notice it as a compelling factor in sizing up the political situation. The leading papers in the cities where the Colonel spoke, tho giving on the first page splendid accounts of the large and appreciative audiences that heard his plea in behalf of the Progressive party, are careful to intimate editorially that while of course the city was glad to see the Colonel and to welcome him hospitably as an undoubtedly great American, its voters would remain true to the old allegiance. Thus the Atlanta *Constitution*, having paid full tribute to Colonel Roosevelt's engaging personality and fighting qualities, adds:

"And there is no doubt that the Colonel had the 'time of his life,' as he does everywhere he goes. The big audience enjoyed themselves also.

"That said, it remains that the Democratic ranks of Georgia are still unbroken. This is traceable simply and solely to the fact that to-day Georgians are more immovably Democratic from absolute conviction than at any time since the Civil War."

Papers in other cities not visited by the ex-President remind their readers of his praise of John Brown, his reflections on Jefferson Davis, and like offenses. The Macon *Telegraph* says:

"The public has long been familiar with the fact that while President, Roosevelt dined with a negro in the White House. Recently he dined with a group of negro politicians in Rhode Island. On the stage at the Chicago convention which nominated him Roosevelt posed with two negro delegates clasped with both hands."

And the Houston *Chronicle* asserts that "Mr. Roosevelt has been at times more disrespectful to the South than any man of his age now living." Resenting his appeal to his New Orleans audience to vote according to conscience and not prejudice or custom as "a reflection on the South," the Florida *Times-Union* explains that "the South is Democratic because the Southern people are more intelligent politically than the people of any other section."

At New Orleans, at Little Rock, Ark., before the Lakes-to-the-Gulf Deep Waterways Association, and at Memphis, Tenn., before the Interstate Levee Convention, Colonel Roosevelt put forward his plan for the control of the waters of the Mississippi, widely regarded as his most direct and forcible appeal for votes in the Mississippi Valley. As reported in the New Orleans *Times-Democrat*, the Colonel said:

"The floods that menace Louisiana come from the drainage of twenty States, over none of which has Louisiana any control. Even as it is, do you know that Louisiana has built a levee clear up in Arkansas to protect her from the waters coming down? The problem is a national one. . . . . .

"Fortunately the task presses just as we are prepared to do it; just when we are finishing the Panama Canal. We must tackle the problem as a whole. We must use the plant and the experience that the United States has collected on the Isthmus to solve this great problem of the Mississippi Valley. We need an able commission, with an able engineer at its head. The flood waters should be stored in reservoirs at the heads of the

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rivers. As you all know, the juncture of the floods of the Mississippi, Missouri, and Ohio was the cause of last spring's calamity. We must be prepared to catch that water and hold it until we can let it out gradually. We must keep the hills forested. The reservoirs can be used for irrigation, and will furnish immense water-power, and the surplus water will serve to keep the rivers filled during slack-water seasons. That will aid in giving you year-round navigation and make of your rivers real highways of commerce. It will render a disaster such as last spring impossible of recurrence. It would mean an increase in the value of lands subject to overflow—I don't believe I overstate the increase when I say from twenty to fifty times.

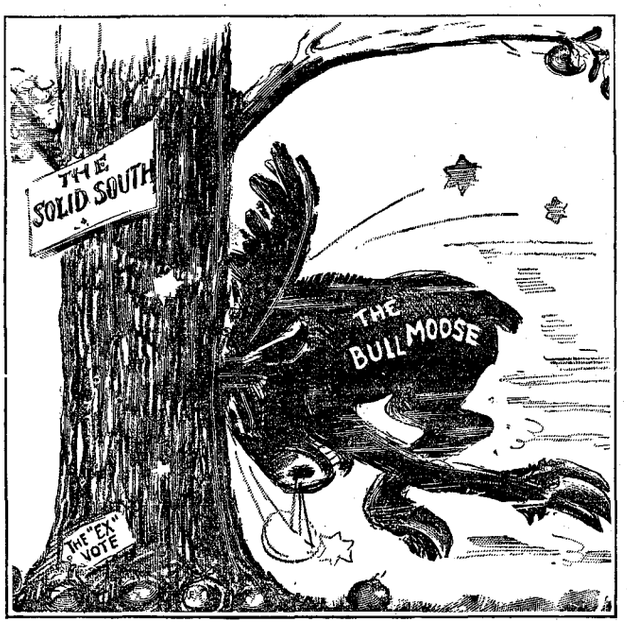
"It won't do any good to tackle the problem in piecemeal fashion. We will have to recognize that it's all one problem from the Delta to the headwaters of the Missouri in Montana and the headwaters of the Ohio in Pennsylvania. We must get the national Government to treat it as a continuation of the Panama Canal job. If I were elected President I would fight that thing through. I would get the people to authorize that action and then I'd move the machinery up here from Panama and put Goethals in charge of it."

Tho this pronouncement was received with enthusiasm by audiences interested in the taming of the Mississippi, carpers are not wanting. "This is solemn nonsense," says the St. Louis *Republic*, continuing:

"The Panama Canal equipment would be of no more use for building levees and revetting banks than it would for spearing German carp. It consists of elaborate apparatus for deep digging in the dry. Protection of the banks of the Mississippi needs barges, towboats, and hydraulic graders. And levee work calls for scrapers and teams and nothing else. . . . We simply need more earth, piled up in the right way."

The Republic, however, admits that Congress should provide the money necessary to carry on the work of building up the levees.

In regard to the general question of Colonel Roosevelt's success in winning votes in the South, the attitude of the papers, north and south, is largely determined by their political affiliations. The papers allied with the Progressive cause, while not disposed to be very definite as to the Colonel's probable successes



NOTHING DOING!
—Spang in the Montgomery *Advertiser*.

in the South when the balloting begins, are hopeful. Thus the Washington *Times* says:

"The Southern way of showing its confidence in the Progressive platform and candidate is striking. Besides Tennessee, the strongest support is in Georgia, Louisiana, and North Carolina.

"And these four States among them cast fifty-one electoral votes. They would make a wide gap in the Wilson claim of the solid South."

The important Southern papers, rooted in the Democratic faith, could hardly be expected to speak encouragingly of Colonel Roosevelt's political prospects, and generally subscribe to the view that the South will continue to be the section where the

HOMEWARD BOUND.
—Johnson in the Philadelphia *North American*.

Colonel "has many admirers, but few votes." On the other hand, besides showing in their news columns the warmth of the receptions accorded to the Colonel, several leading Southern papers speak of him both with liking and respect, and seem inclined to consider seriously his attempt to win Southern support. Thus the Knoxville *Sentinel*, while advocating the election of Governor Wilson, says of Colonel Roosevelt's plea:

"In most of his Southern speeches he appealed for independence in voting in the South, and this we heartily approve. We do desire that those who this year are not really sympathetic with progressive Democracy shall vote accordingly. The party will be the stronger for such losses."

Further, speaking of the Colonel's merits, *The Sentinel* adds:

"We would not refuse to Roosevelt, as a great factor in present-day movements, any of the meed of praise which rightfully belongs to him. . . . The ridicule and abuse with which his former Republican associates and supporters now follow him will not meet the issues he has raised. Whatever his motives and despite the inconsistencies in his record, he has undoubtedly given impetus to a great new movement in American politics, and for the breaking down of the walls of political and partizan prejudice he should receive credit."

The Memphis *Commercial-Appeal*, which is supporting Governor Wilson, had this good word for the Colonel when he visited the Tennessee city:

"The white light of publicity has beaten upon Theodore Roosevelt for twenty-five years. If he had not been honest, sincere, and courageous, the glare of this publicity would long ago have destroyed him. The Colonel may not always be right, but he thinks he is right, and it must be said that there is a thundering big crowd of Americans who usually agree with him."

In North Carolina Mr. Roosevelt was frankly asked what he thought his chances were "of carrying any of the Southern States." He replied, as reported in the Atlanta *Georgian:*

"I am not a prophet. I have been told that we have an excellent chance in Tennessee and that there is a strong Progressive party sentiment in Louisiana. I can't make any prediction as to what we may do. I found Georgia extremely friendly, but I can't say anything about our chances there."

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THE BLAZE IN THE BALKANS

SINCE it is now mid-October and "snow falls early in the Rhodope hills," several of our editors do not expect to see any serious fighting at present between Turkey and the allied Balkan States, even if the efforts of the peacemakers are quite ineffectual. What may be expected, as the New York *World* views it, "is a worse hell of massacre and civil war in Macedonia now, and then the old, old story: 'Look out for trouble when the snow melts.'" The nations which have allied themselves against Turkey are Greece, Bulgaria, Servia, and Montenegro. Czar Ferdinand of Bulgaria is slated to lead the combined armies, now being mobilized, it appears. A Bulgarian explanation of the reasons for this sudden warlike stand is given by Premier Guechoff in a Sofia dispatch to the New York *Herald*. He says:

"The terrible danger which hovers over the lives and property of thousands of innocent persons is the result of the deplorable policy of the great Powers since 1878.

"In that year, after the Russo-Turkish War, Turkey was at the mercy of Europe, which had a splendid opportunity of settling the Balkan question. Europe refused to do its duty. The Christians in Turkey were left to suffer atrocities. When the Christians were unable to bear their sufferings any longer the small Balkan States were obliged to espouse their cause.

"The allies are accused of wishing to break the peace, but their intervention is solely on behalf of the Christians in Macedonia. No one need wonder. The example set by Italy had a contagious influence on the Christian inhabitants of the Balkan peninsula, and we thought the time had come to ask Turkey to change her policy toward the provinces in Turkey where Christians have been persecuted.

"We have left no means unemployed to persuade Europe that radical reforms should be introduced in Macedonia as a sequel to the Istib and Kotchana massacres.

"After Turkey's final provocation—mobilizing just when we were dismissing our reservists—we were obliged to mobilize in our turn. Simultaneously Servia, Greece, and Montenegro mobilized their armies. This historic event, marking an understanding between the four Balkan States, should prove to Europe that it is not territorial ambition that has led us to take a warlike step. We could not have come to an understanding if territorial ambitions inspired us, but it is our deep conviction that an end must be put to the sufferings of the Christians in Macedonia.

"That is what has united us. We hope public opinion will assist us to attain our aim, which is the lasting pacification of the European provinces of Turkey."

The Balkan idea of what will bring about "lasting pacification" is shown in the ultimatum demanding autonomy for Macedonia, Albania, Old Servia, and Crete. All this seems quite reasonable to the New York *World*, even if it should actually mean the transference of territory from Turkish to other authority. For:

"Greece ought to have Crete. Servia ought to have Novibazar and Old Servia. Montenegro ought to have widened borders. Bulgaria's demand of home rule for Macedonia is just and humane. Of course, she hopes to annex the Bulgarian districts later, and that also is reasonable."

If war eventuates, think the Baltimore *Sun* and Chicago *Record-Herald*, the odds will be against Turkey. The Sultan has a war strength of 1,000,000 soldiers in a population of 25,000,000, as compared with a combined Balkan Army of 620,000 and population of 10,122,761. But there is a general tendency to discount Turkey's strength and credit her opponents with better preparation, training, and fighting ability. German officers, however, who have helped drill the new Turkish Army are quoted as declaring that "the Turks will wipe the ground with the Balkan armies." And *The Wall Street Journal* calls attention to Turkey's superior finances and credit, concluding that Turkey "appears to be fairly well able to take care of herself."

The real danger of serious war, according to the New York *Sun*, lies in the fact that the present "rival ambitions of the great Powers make it difficult to reconstruct the Concert of Europe." Italy has herself been engaged in a long war with Turkey, and Russia is suspected by some writers of having encouraged the Balkan movement. Hence arises the possibility that the Powers will keep their hands off, at least for a time. The New York *Evening Mail* sees in this situation "an expression of the real European sentiment," and comes to the conclusion that "the Turk is past bolstering up," and now "must go!" In like manner the New York *American* sees the Turk's doomsday dawning, and wonders if his exit from Europe is not now at hand.

It does not seem likely to the Springfield *Republican* "that a permanent basis for contented peace can be found so long as Christian populations are under the rule of the Turk." Orientals seem to thrive under his methods of government, continues *The Republican*, but—

"The great difficulty with Turkish administration in Europe is that it oppresses parts of races which elsewhere are under another government. The Greeks in Macedonia and the Turkish islands, the Slavs in the northern Turkish possessions are always restless because they compare their lot with that of their kinsmen in Greece, Austria, Servia, Bulgaria. Thus Turkey has a population of chronic rebels to deal with in Europe, and under so lax and slovenly a government shocking abuses in the outlying provinces are almost a matter of course. . . . . .

"There is still reason to hope that a way out may be found, and that the pressure of the great Powers will induce Turkey to grant autonomy to the Albanians and the Macedonian Greeks. Nothing short of that seems to meet present needs."

About the only effect that the Balkan war will have upon this country, so far as one can discover from reading the news dispatches, is the exodus of Greek, Bulgarian, and Serb laborers to fill the armies fighting against the Turk.

TOPICS IN BRIEF

DOES the Bull Moose shed his horns in November?—*Nashville Banner.*

CONSERVATIVE "middle-of-the-road" candidates will find the going muddy this year.—*Wall Street Journal.*

"IF elected, I'll call an extra session of Congress," the Colonel is quoted. That statement alone is enough to put him out of business.—*Atlanta Constitution.*

"BEEF is going up again" in the face of a plentiful corn crop with the same persistency that characterizes its rise when the crop is short.—*New York World.*

BAKED clay letter dug up in ruins of Babylon refers mostly to the high cost of living—and its writer has long since found the solution.—*Wall Street Journal.*

THE Socialists who tried to talk above brass bands, trip-hammers, and steam-whistles must be preparing for a joint debate with the Bull Moose.—*New York Evening Sun.*

SOME time ago a magazine writer asked the pertinent question, "Should Smith go to church?" The returns from New Jersey indicate that he should.—*Columbus Dispatch.*

IN Central America a state of peace usually means a state of exhaustion.—*Wall Street Journal.*

WHAT Women Are Doing.—Head-line in an evening paper. What aren't they doing?—*New York Tribune.*

FROM now on to November 5 throat doctors will be able to command their own price.—*Springfield Republican.*

THE Federal bureau of labor, after an investigation, confirms the rumor that the cost of living is high.—*Columbus Dispatch.*

MADERO is doubtless an earnest convert to the movement for a sane celebration of Independence Day.—*Buffalo Express.*

A GREAT suffragette march from London to Edinburgh is enthusiastically indorsed—by London.—*Philadelphia North American.*

THE term "world series" is derived from the intense interest manifested in the contest by the inhabitants of Afghanistan and points east.—*New York Evening Sun.*

ONE Tombs fugitive tries to escape again and a burglar leaps out of a Police Headquarters window. *Can't* our jails be made more attractive?—*New York Evening Sun.*

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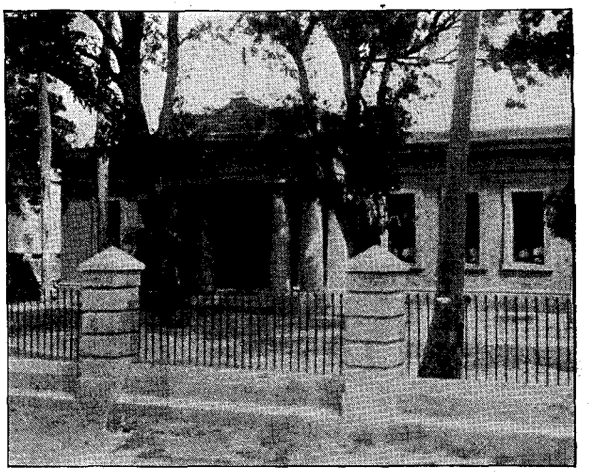
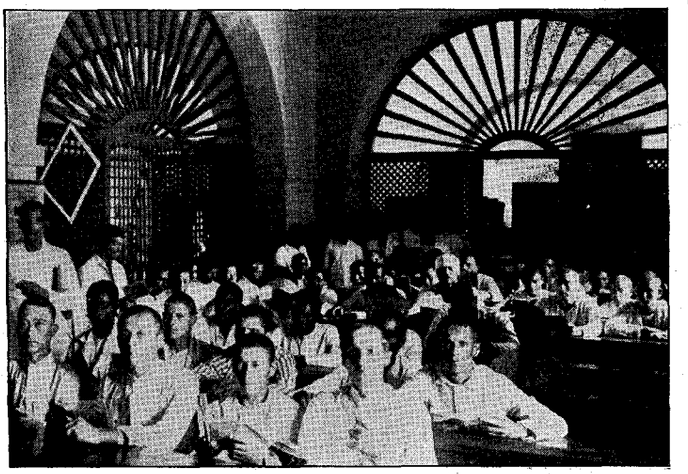
FOREIGN COMMENT





EDUCATING THE PORTO RICANS: A NEW SCHOOL BUILDING AND A GROUP OF PUPILS.

In 1899 less than 17 per cent. of the people could read and write. Now education is compulsory.

PORTO RICO UNDER AMERICAN RULE

JUST AS our achievements in the Philippines have attracted attention in Germany, as noted last week in these columns, so our work in Porto Rico has imprest France, where it is made the subject of an informing article by a writer in the *Tour du Monde* (Paris). "The Americans may well feel proud," he says, "at having made Porto Rico one of the richest countries in the world." Under Spanish rule the exports of Porto Rico amounted to $25,000,000 a year; they are now $50,000,000 a year. Property values have more than doubled in Porto Rico since 1905, and wages have done the same. The total of imports and exports last year were more than five times what they were in 1901, and the exportation of the principal product—sugar—has also increased in the same ratio. The French writer is under the mistaken impression that the production of Porto Rican coffee, formerly large, has now dwindled away because it has lost its Spanish market; the report of Governor Colton, just issued, tells us that the Porto Rican coffee crop last year was the largest in the history of the island, and sold at record prices. Porto Rican coffee has been sold hitherto almost exclusively in Europe, where it commands a higher price than is usually paid in the United States for Brazilian coffee, but the Governor believes that when the merits of Porto Rican coffee are known to Americans it will be consumed extensively here.

The advent of the Stars and Stripes to the island was soon followed by the opening of the great markets of this country to its products, with the result that while Porto Rico sold us only $2,000,000 worth of its products a year and bought $2,000,000 worth before annexation, it now sells us something like $35,000,000 worth a year and buys $37,000,000 worth of goods from us. While these figures seem astonishing and gratifying, we are told that they will be outdone with the completion of the system of irrigation now being constructed on the southern coast by the Government, at a cost of $3,000,000, when the output of the island will be enormously increased.

Progress in education has kept pace with the material advance. In 1899 over 83 per cent. of the population could neither read nor write, but in that year compulsory education was introduced, the school-system was reorganized, and by 1910 there were over a thousand common schools, with 111,000 pupils enrolled, 1,000 pupils in high schools, and an elaborate system of night-schools and kindergartens, with an attendance of 8,000. Some of these figures are taken from reference books and some from the article by the French writer, who goes on to say of the increase in sugar production:

"American speculators promptly recognized the enormous profit to be reaped by the production of sugar in Porto Rico which in July, 1901, was admitted into the United States free of duty. At once the island was covered with plantations of sugar-cane, and while the annual production of sugar under the Spanish rule was worth $5,000,000, at the present day it amounts to $25,000,000. There is no appearance of dwindling in the value of this industry. Only about half of the land fitted for sugar cultivation has as yet been exploited. At the same time there is no fear that the American market will be overcrowded with Porto Rican sugar, for the islands of Hawaii and Porto Rico and all the foreign competition combined find in the United States a limitless demand."

Tobacco and fruits are also produced in great quantity in Porto Rico, and, of course, admitted into the United States without any duty. Of the progress of Porto Rico in these particulars the writer speaks as follows:

"The year following its annexation Porto Rico did not export more than $500,000 worth of tobacco, and that of an inferior quality. At the present time the tobaccos of Porto Rico rival Havana cigars in the market of New York, and are valued at nearly $6,000,000. An industry quite unknown under the Spanish domination, the exportation of fruits, is making rapid progress in this island. Last year the fruit exports were valued at $2,000,000."

The machinery and outfits necessary for the manufacture of tobacco have proved expensive, but this has been remedied by the liberal investment of American capitalists. With regard to the price of labor:

"It is true that the rewards of labor have been more than doubled, but the increase of wages has been balanced by the rise in the prices of the necessities of life. The cultivation of fruits has this advantage over all agricultural industries in tropical regions—it yields a marketable product which is sold immediately, while the sugar-cane and the tobacco-leaf only produce a raw material which the trusts alone, with their immense capital, can exploit with profit by means of their perfect processes of manufacture. The production of fruit, on the contrary, can be carried on with very little capital, but at the same time needs minute care and constant solicitude which the stimulant of immediate personal gain can alone excite. It is undeniable that the prosperity of the trusts which control the sugar and

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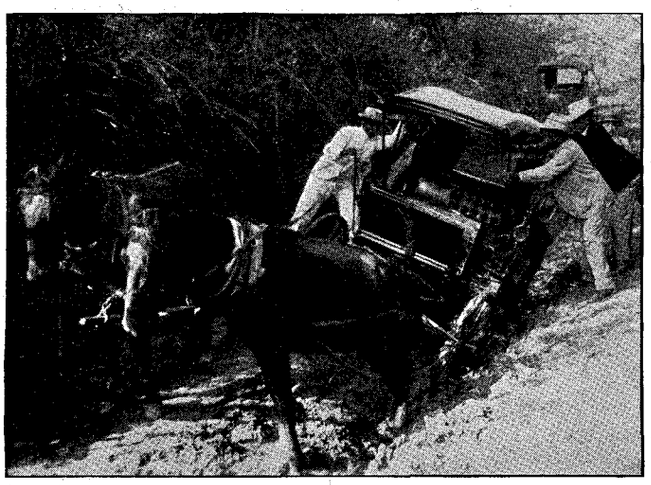
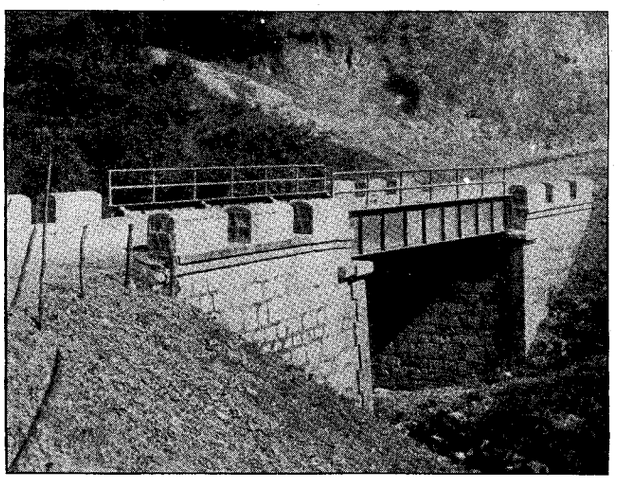




OLD AND NEW ROADS IN PORTO RICO.

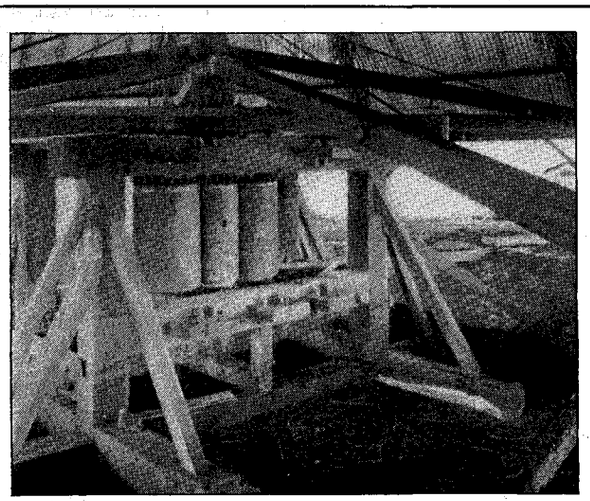
tobacco trades have yielded to the budget of Porto Rico the necessary resources for constructing hundreds of miles of roads which leave nothing to desire in their equipment, and have also built schools where 120,000 children receive primary instruction, while the total number of school-children under the Spanish régime did not exceed 18,000."

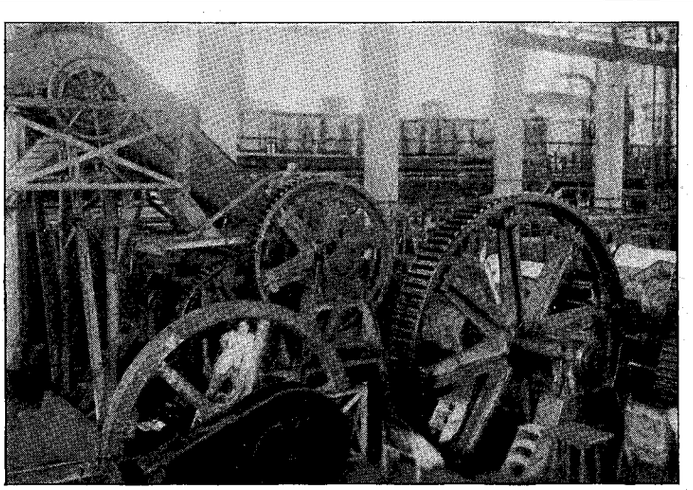
While this writer acknowledges the industrial benefits which the United States has brought into existence in Porto Rico, the most of the benefits of the two great agricultural industries of Porto Rico yield no profit excepting for the merchants of New York, who spend none of their money in the island. But the greatest element in the prosperity of Porto Rico springs from the important improvement of the public health which has been brought about by scientific investigations in medicine. A surgeon in the American Army, Major Ashford, discovered the origin of the pest which year by year caused one-third of the deaths, as registered in the official statistics of the sanitary board of Porto Rico. This was the hook-worm, which was brought there in the sixteenth century by the first negro slaves imported from the coast of Africa. This hook-worm, little by little, spread among the whole population of the island without distinction of race or color. All medical resources were found unavailable until Major Ashford's important find:

"It was not until five years after Major Ashford's discovery in 1899 that the campaign against this terrible disease, which meanwhile had received the scientific name *uncinariasis*, was opened all along the line. The American Government has organized 45 dispensaries in different sections of the island, and 350,000 individuals, about one-third of the whole population of Porto Rico, have been under treatment, and out of the total of 50,000 patients who were treated last year 40 per cent. have been cured and 20 per cent. have been much relieved, so that there are only 40 per cent. over whose sufferings science has not triumphed."—*Translation made for* THE LITERARY DIGEST.

TURKISH IMPROVEMENTS IN TRIPOLI

A GREAT DEAL has been said since the outbreak of the Italo-Turkish War of the work effected by Italians in improving the social and commercial conditions of Tripoli. But nobody has hitherto taken the trouble to tell that during the few months that preceded the declaration of war the Turks had done their best to promote the interests of that country. "It almost seems," says the editor of the *Questions Diplomatiques et Coloniales* (Paris), "that a conspiracy of silence had been undertaken for the purpose of concealing the meritorious efforts made by the Turks to improve the condition of the North African aborigines." We find stated in this journal the particulars of the work undertaken by Ibrahim-Pasha, the governor of the vilayet, or province, of Tripoli, in the middle of the year 1910, just before the war broke out. Turkey was a little late in discovering Tripoli's needs, for we read that before the incumbency of Ibrahim-Pasha the province was practically in a condition of ruin and its people perishing for food and par-





ONE OF THE OLD SUGAR-MILLS (NOW ABANDONED) AND A NEW MILL.

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ticularly for water. But the new Governor grasped the situation strongly and began to cultivate the good-will of the people by many long-needed reforms:

"Ibrahim-Pasha found it his first task to bring the administration of the government into a semblance of order and discipline, particularly through the regular and certain payment of the functionaries of state. The new Governor accomplished his task with such success that during the first year of his administration the colony could be favorably compared with any European government. At the same time, he faced and entered upon a large and complex program. This program included the establishment of order, discipline, and justice in every section of Tripoli. It included also the enforcement of military service on the natives, the organization of the police on a new basis, the development of public instruction and of public works, of agriculture and of commerce."

While Ibrahim-Pasha developed the Army to meet foreign attacks, he also instituted a body of police for preserving domestic order. This body was organized under a rule more severe than had ever been enforced. But this work of the Turkish Governor was not confined to that of discipline and control; he tried to start an economic and commercial advance by waking up the people from their intellectual torpor and making them realize the rich possibilities of their soil. For this purpose he opened many new schools and planned to add to them year by year. He also started important irrigation projects:

"Rain is very rare and irregular in North Africa. This is the reason why Ibrahim-Pasha took such pains to search out and bring to the surface the water of wells and subterranean sources. He obtained the services of an engineer belonging to the public works department of Tunis and engaged a specialist who should not only work in discovering the new springs of water, but should undertake important works to lead it to the surface and construct dams in the valleys through which the streams found their way. At the same time he engaged a French engineer to sink artesian wells by which the capital of the country, which hitherto had no good water, was furnished with an excellent and abundant supply of this liquid."

The Turkish Governor of Tripoli was not blind to the possibility of mineral wealth in his vilayet, and to reach the interior he ordered roads 600 to 700 miles long built from the capital. He also furnished a harbor, the want of which had always been a drawback, not only to the traders of the Mediterranean, but even to the Italians, who boasted of a large commerce with North Africa. Like all countries of the East, the nomad regions of Africa have found famine a constant menace and often a source of devastation and suffering. Ibrahim-Pasha did all in his power to remedy this condition of things. As this article states:

"It should be particularly noticed that upon another point of great importance, both from the humanitarian and moral standpoint, Ibrahim-Pasha has exhibited great solicitude in assisting the unhappy population in times of famine. It is in this way that he has formed a bond of union uniting Moslem hearts in a degree never before realized. The work of Ibrahim-Pasha has united with other forces to arouse in the hearts of men of Tripoli a deep hatred toward the Italians."

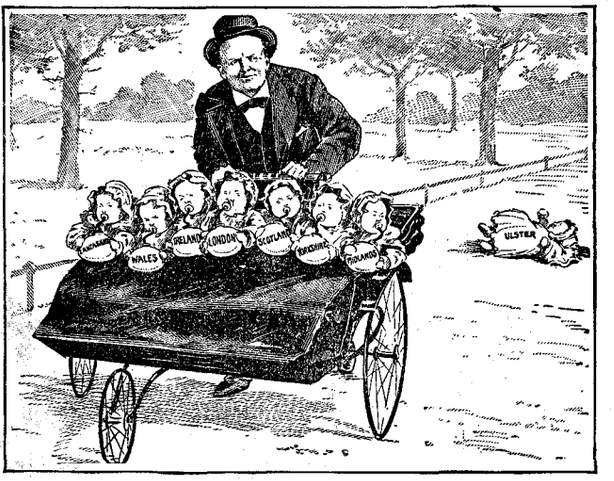
In short, he succeeded admirably in winning the natives over to a love of Turkish rule and in rousing hatred for the Italians as the foes of Islam. And foes they showed themselves by entering upon and almost monopolizing those fields of commerce and agriculture hitherto held by the more indolent subjects of the Porte. Thus we read:

"The Italian population of Tripoli consisted of poor people, emigrants who came seeking a livelihood in competition with the Arab merchants, whom they quickly supplanted. Jealousy thus created is quickly turned into a feeling of intense hatred. This feeling has been spread through the remotest sections of the Tripolitan province. The Italian invader therefore in the present war was bound to encounter desperate resistance from the Berbers."—*Translation made for* THE LITERARY DIGEST.

A BRITISH UNITED STATES

THE IMAGINATION of Mr. Winston Churchill has been so stimulated by the proposal for home rule in Ireland that he has suggested home rule, or the granting of separate legislatures, for populous areas like Lancashire, Yorkshire, the Midlands, and greater London. Indeed, he declares that he himself would not shrink from the creation of ten or twelve such English bodies, subordinate to the Imperial Parliament. Among the advantages he claims for a system of this kind would be that it would afford scope in their own localities for public-spirited men who are not so much orators as administrators, and that it would render easier the task of associating the dominions beyond the seas with the central Government. Mr. Churchill asserts in more than one speech as reported by the London *Times* that Irish home rule is an essential preliminary to a federal system such as he outlines.

Opposition or silence greets this scheme in the comment of the British press. The Conservative papers naturally heap ridicule upon the attempt of this minister to turn the Kingdom of England into a cluster of independent states, a revived "heptarchy" as some of the papers style it, but the most striking feature in the present aspect of public opinion is the derision



THE PATERNAL INSTINCT.

"I am not in the least disturbed by the prospect of seeing erected in this country even ten or twelve separate legislative bodies."—(*Mr. Winston Churchill at Dundee.*)
—*Pall Mall Gazette* (London).

which the Radical press of his own party pour upon the head of Mr. Churchill. While both the London *Daily News* and *Chronicle* are silent, the Manchester *Guardian* and the Liverpool *Post* argue that if different areas in England are to have autonomy, Ulster should also be given the same. The London *Daily Telegraph* expresses its horror and surprize as follows:

"Mr. Churchill's extraordinary speech to his constituents last night opened up the vista of a whole series of minor parliaments as a development of the Government's separatist policy. Only one issue remains for this tale of progressive ministerial disaster. There must be a fresh appeal to the country."

The Sheffield *News*, the great radical organ of the manufacturing districts, which has sometimes been accused of favoring socialism, speaks thus contemptuously of Mr. Churchill's scheme:

"If Mr. Churchill thought that the demand of the Irishman for home rule were the same in kind as the desire that might be cultivated in a Lancastrian's breast for self-government for his county, we do not see how Mr. Churchill could refuse separate home rule to Ulster; and it is perhaps unfortunate that he did not show how great the difference was."

Another leading provincial paper of the Radical party, the *Yorkshire Post* (Leeds), believes that Mr. Churchill is the

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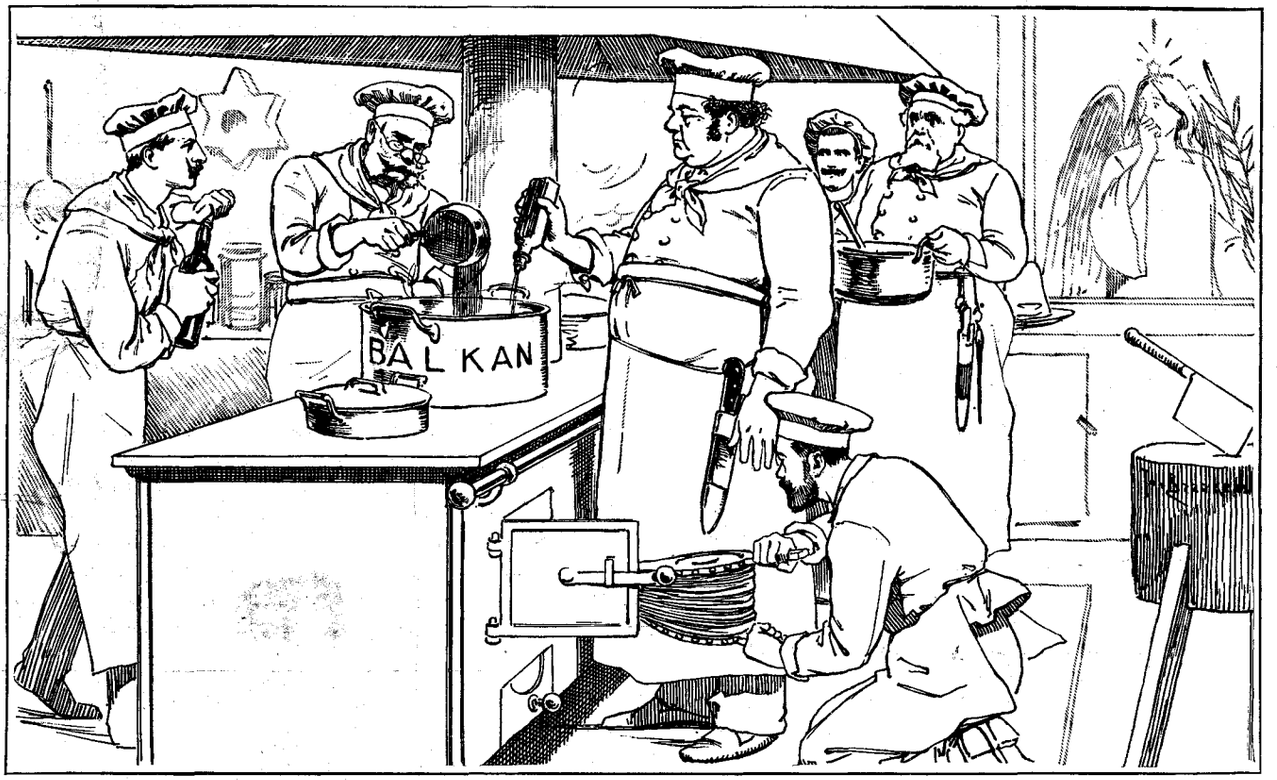

ANGEL OF PEACE—"Too many cooks spoil the broth." —*Amsterdammer.*

"enginer hoist with his own petard." "He has pricked the bubble of federal home rule" and "reduced the whole idea to an absurdity." As a matter of fact, says the Sheffield *Telegraph*, the present Government is exhibiting some symptoms of insanity in acting without cause and expecting no effect to follow, and it adds that—

"It is really rather difficult to keep pace with the rapid development of the ministerial schemes for the transformation of British institutions. But really we need hardly trouble to discuss Mr. Churchill's announcement just now. Ministers have not yet created the first of their innumerable parliaments—in Ireland. Mr. Churchill's new heptarchy will hardly materialize just yet."

Mr. Churchill's scheme, declares the London *Standard*, is merely "a federalist red herring," and it derides the idea of turning the kingdom "into a very bad imitation of the United States." *The Standard* continues:

NEGOTIATIONS FOR PEACE.
THE POWERS—"And now, friends, separate in peace!"
—*Pasquino* (Turin).

PEACE AND THE POWERS.

"But the genesis of the preposterous fantasy is obvious enough. Home rule is breaking down, and federalism is put forward to mask the failure, if not to avert it. If there is to be a whole collection of legislatures, an Ulster parliament might be got into the bundle somehow, and so perhaps the opposition of Ulster mitigated. The northern Protestants will be told that they are only to have the same treatment as their kindred in Scotland and their friends in Lancashire. If there is to be home rule all round it can be claimed that Ireland will only be one of the states of the federation, a province of the new Union."

The tone of the Conservative press may be understood from the utterances of *The Evening Standard* on what it declares to be "Mr. Churchill's Red Herring." His proposal is intended to lead the public off the scent, according to this paper, and Mr. Asquith's ministry have made a mistake and are anxious to escape the consequences of it:

"The Government begin to realize the magnitude of their error over Ireland. The attitude of Ulster is bringing the truth home to them. They know perfectly well that Ulster is in earnest, and that they can not force a Dublin parliament upon the men of the north without the risk of civil war. And they know, too, that the more the repeal of the Union is looked at by the English electorate the less it is liked. Eight seats lost in thirty-nine constituencies have told them that. So we have this project of sprinkling parliaments all over the country out of the pepper-castor. The doubting Englishman is to be conciliated by the suggestion that after all Ireland is getting no more than Scotland will get and Lancashire and London. This is not disruption, but federalism. Slip in an Ulster parliament among all the other ten or a dozen, and the problem will be solved, or so it is desperately hoped. Ulster may be cajoled, or at least calmed down, by being assured that if it will only be patient it will get its provincial autonomy. Meanwhile, could it not put up with the Dublin Government until the greater federal constitution is drafted? If that is the idea, it is doomed to failure. Ulster has not asked for provincial home rule; it does not want an Ulster parliament or an Ulster government. It wishes to remain part and parcel of the United Kingdom, and it is not going to be seduced into accepting a divorce pending the setting up of that new promiscuous ménage which is never likely to come into existence."

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HAIR AS AN INDEX TO CHARACTER

AN ATTEMPT to connect the color and texture of hair with the personal qualities of the man or woman on whose head it grows is made in *The Popular Science Monthly* (New York, September) by Charles Kassel, who endeavored in a previous article to connect personal ability with personal stature. He now concludes that the typical man of genius is of blond racial characteristics, with the exception of the hair, which is dark, of fine texture, and often curly. The predominance of dark-haired men of eminence seems especially noteworthy, at any rate, and the paucity of very light-haired geniuses is suggestive. Mr. Kassel notes at the outset that the fancy of mankind has always sought to attach a meaning to the characteristics of the hair. Thus in all ages stiff and wiry hair has been deemed a sign of dishonesty or low birth, while softly clustering curls have been associated with gentleness and innocence. Coarse hair has been looked upon as a sign of a coarse organization, but ringlets have always formed a part of the popular conception of the poetic character. We read in part:

"In a general way, the well-known facts of ethnology have given a semblance of support to theories of character based upon the color and structure of the hair. The characteristics of the hair not only form one of the leading tests of nationality, but there is a fairly well-marked difference between the hair of the lower and that of the higher races. In the coarseness of the hair the lower peoples probably betray their greater nearness in point of development to the animal ancestor. In color, too, the hair of the anthropoid appears to show a kinship with that of the lower human tribes, and it is significant that among the anthropoid brutes no instance of fair head-hair is known, just as no instance is known of blue or gray eyes.

"The favorable and unfavorable auguries, however, in which the folk-wisdom of mankind has indulged have dealt more in detail than science has sanctioned with the characteristics of the hair. Thus in nearly all countries popular superstition has looked askance at red hair. Yellow hair, too, has never in the proverbs of nations been conspicuously associated with talent or deep character. In the ancient tapestries, Judas and Cain are pictured with yellow beards. Fair hair, strangely enough, has not figured in popular maxim as the accompaniment of great constancy of purpose. More often to brown or chestnut hair has this tribute been paid, and indeed most of the other virtues ascribed. Black hair, notwithstanding its association with the lower races, has not been deemed an unhappy omen, where fine and abundant, tho straight, and the lighter shades of red in women—auburn and golden—are often, where the hair is soft, linked in folk-lore with great steadiness of purpose and an unfaltering loyalty in love.

"It is of more than passing interest that the facts of criminology should afford quite marked support to the view which would look upon the hair as an index to racial development. 'The proportion of dark-haired persons,' says Havelock Ellis, one of our highest authorities, in 'The Criminal,' 'is considerably greater among criminals than among the ordinary populations in England, Italy, and America,' and he adds, 'The beard in criminals is usually scanty. On the head the hair is usually, on the contrary, abundant. Marro has observed a considerable proportion of woolly-haired persons—a character very rarely found in normal individuals. The same character has been noted among idiots. Among criminal women remarkable abundance of hair is frequently noted, and it has sometimes formed their most characteristic physical feature, accompanied by an unusual development of fine hair on the face and body.' As to the predominant hair-color among criminals authorities do not agree. Even as to the general statement that the hair-color of criminals is commonly darker than that of the normal man authorities are not altogether in agreement, for Dr. Charles E. Woodruff, of the United States Army—himself a painstaking worker in this field—announces it as his opinion, in *The Medical Record* for August 7, 1909, that in America, at least, 'the criminal is more often fair than dark.'

"It is, however, not in the use of the hair as a social and religious symbol, nor in its aspect as a mark of race or token of criminality, that the inquiry in hand makes its highest appeal. It is in the relation of the form and color of the hair to talent and genius that the absorbing interest of this subject lies. Is it the light-haired or the dark-haired person who is likeliest to display marked power of intellect? Does straight or spiral hair point most often to capacity? Do soft and stiff hair speak the same or a varying message as to the character and mental endowments of the owner?"

To afford some basis for an answer to these questions, the writer proceeds to classify men of genius according to the characteristics of their hair. It having been previously determined by Mr. Kassel that blue and gray eyes predominate among persons of distinction, it might be expected, he says, that such men would also be fair-haired, but this is not the case. Celebrated men seem usually to have had dark hair. To give only a few of the examples cited, among the possessors of black hair we have Matthew Arnold, Coleridge, Sir Thomas More, Ibsen, Paul Jones, Charles Lamb, Webster, and Whittier. Classified somewhat vaguely as "dark" is the hair of Browning, the elder Dumas, Irving, Landor, Parkman, Stevenson, and Tennyson. Brown was the hair-color of Bryant, Charles XII., Captain Cook, Cromwell, Longfellow, Gordon, Grant, Keats, Napoleon, Milton, Shelley, Charles Sumner, and Washington, with scores of other notables. The light-haired celebrities are few, altho they muster some strong names, such as those of Thackeray, Bunyan, Andrew Jackson, Lowell, Swinburne, and Savonarola. The writer does not find a single man of genius whose hair is described as "yellow."

"More interesting, however, than the detail of color is the structure of the hair among men of genius. Upon this phase of the subject our data lend marked sanction to a popular fancy mentioned in an early paragraph of this paper. The 'poet's ringlets' seem to represent a distinct fact in biography. Of the sixty individuals whose hair is described in our data the structure of the hair is given as to twenty-six, and of these twenty-two possest curly or wavy hair. It is an interesting circumstance that of these twenty-two personages no less than nineteen were poets, artists, or literary men. Hair of marked softness or fulness seems likewise a frequent accompaniment of artistic and literary genius. The abundant hair of musicians, as observed upon the concert platform, will in this connection suggest itself to the reader.

"In view of the prejudice in all ages against coarse, bristling hair, the personal qualities of Napoleon and Andrew Jackson are not unworthy of note in connection with the structure of the hair in those cases, and the Indian-like hair of Webster, perhaps, we may associate with the coarse strain that betrayed itself not infrequently in the character of that distinguished personage; but the wiry hair of Lowell is a warning against too hasty a generalization, and the straight hair of Grieg may read to us a valuable lesson against carrying too far the notion that wavy hair is the unfailing accompaniment of artistic genius."

The general conclusions of the writer he states as follows:

"Genius would seem to abide chiefly with the class of humanity called by Huxley the 'Xanthachroic,' with their tall stature and blue or gray eyes; but the hair of that type ranges from straw-color to chestnut, whereas the hair of genius, as we have seen, is in the very large majority of cases dark. . . . . .

"Beyond this it may be safe so far to generalize as to declare that individuals of artistic or literary genius in general possess wavy or curly hair, and that even in the case of genius it is not amiss to look for a coarse organization where the hair is coarse and stiff. If, moreover, our data may be relied upon, red and yellow hair rarely accompany genius.

"It must be confest, however, after all is said, that anything beyond tentative conclusions seem forbidden by the scantiness of the data available upon this subject. The inattention of many biographers to the details of personal appearance is a blighting obstacle in inquiries of this nature."

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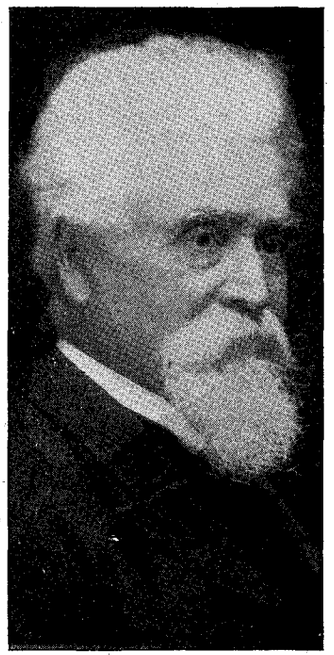

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SIR HIRAM MAXIM,

Who would give ships a "sixth sense" for detecting objects ahead.

THE BAT'S SIXTH SENSE FOR SHIPS

A PLAN to give ships a "sixth sense" that will enable them to avoid icebergs in a fog by the same means by which a bat finds its way about in the dark is suggested by Sir Hiram Maxim. He has furnished the papers with details of a device for enabling a vessel to detect a floating object several miles away, to estimate its size, shape, and distance, and to recognize the character of a neighboring shore, so that a harbor, for instance, may be safely entered in a fog. All this is to be done simply by receiving and recording the echoes sent back by the objects to be detected; but the sound that produces the echoes is not high enough in pitch to be audible. Its vibrations are powerful and slow and are given out by a huge siren at the ship's bow. The echoes are received and recorded by pieces of apparatus that serve as ears and that are able to give us much more information than a real ear could do. Sir Hiram tells us that in all this he is taking his cue from the bat's so-called "sixth sense." The naturalist Cuvier arrived at the conclusion, now generally accepted, that the wonderful power possest by bats of directing their flight in the dark was due to an exceptional development of the sense of touch, residing especially in the wings. Says a correspondent of *The Scientific American Supplement* (New York, September 7) who has interviewed Sir Hiram on the subject of his invention:

"In many cases, the organ that gives the bat this sixth sense is spread all over its face. In the vampire bat the organ is on the tip of the nose; it stands up in air and is called the 'shield,' but in most of the small bats that catch insects on the wing, we find two little leaves, not unlike the wings of the insect that it pursues, standing up just in front of its ears. . . . . .

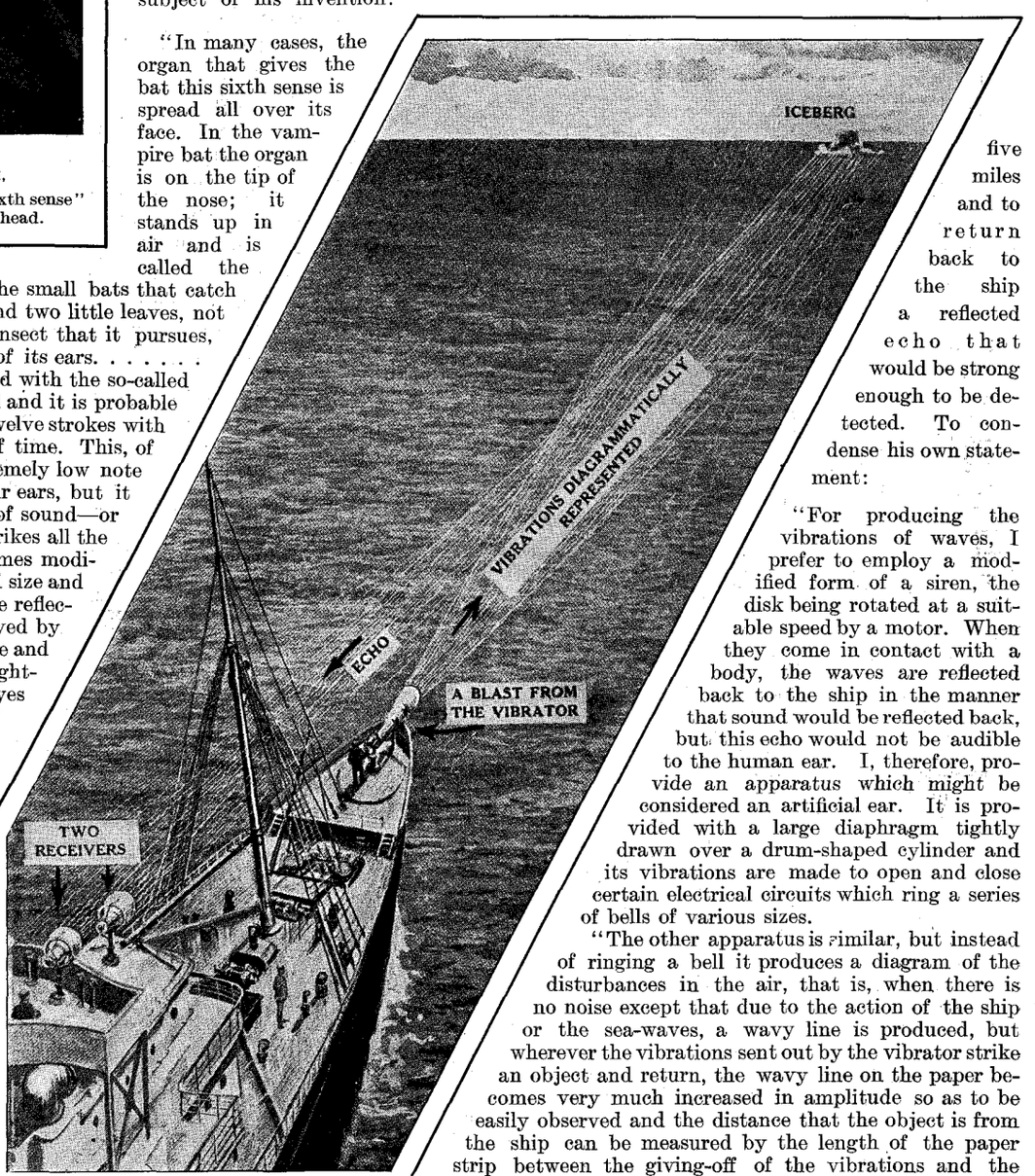
"Bats that are provided with the so-called sixth sense are very small and it is probable they make about ten or twelve strokes with their wings in a second of time. This, of course, produces an extremely low note that does not appeal to our ears, but it travels after the manner of sound—or light, for that matter—strikes all the surrounding objects, becomes modified by their character and size and is reflected back, and these reflections or echoes are received by the organ of this sixth sense and are analyzed exactly as light-waves would be by our eyes under similar conditions."

Sir Hiram proposes to apply this sixth sense to seagoing vessels. He has constructed an apparatus that will produce atmospheric vibrations of about the same frequency as those produced by the bat, but of energy at least three hundred thousand times as great. These will not be audible, but they will travel at least twenty miles, so that they could be received and recorded by a suitable apparatus at that distance, and would be able to travel at least five miles and to return back to the ship a reflected echo that would be strong enough to be detected. To condense his own statement:

"For producing the vibrations of waves, I prefer to employ a modified form of a siren, the disk being rotated at a suitable speed by a motor. When they come in contact with a body, the waves are reflected back to the ship in the manner that sound would be reflected back, but this echo would not be audible to the human ear. I, therefore, provide an apparatus which might be considered an artificial ear. It is provided with a large diaphragm tightly drawn over a drum-shaped cylinder and its vibrations are made to open and close certain electrical circuits which ring a series of bells of various sizes.

"The other apparatus is similar, but instead of ringing a bell it produces a diagram of the disturbances in the air, that is, when there is no noise except that due to the action of the ship or the sea-waves, a wavy line is produced, but wherever the vibrations sent out by the vibrator strike an object and return, the wavy line on the paper becomes very much increased in amplitude so as to be easily observed and the distance that the object is from the ship can be measured by the length of the paper strip between the giving-off of the vibrations and the receiving of the echo.

"Of course, there would be no use for the apparatus except in dark, foggy or stormy weather, unless it was to be used for communicating with other vessels. When, however, the presence of other ships or of icebergs is suspected at night, the apparatus should be used constantly, sending out the blasts in every direction."



From "The Illustrated London News."

THE COLLISION-PREVENTER IN ACTION.

Sir Hiram Maxim's device for sending out atmospheric vibrations in fog or darkness and recording their return to reveal the presence of icebergs, ships, or land in a vessel's path.

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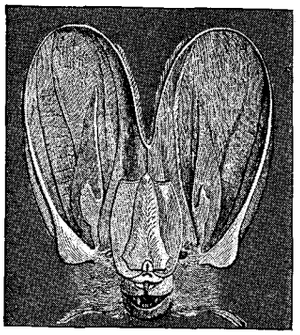
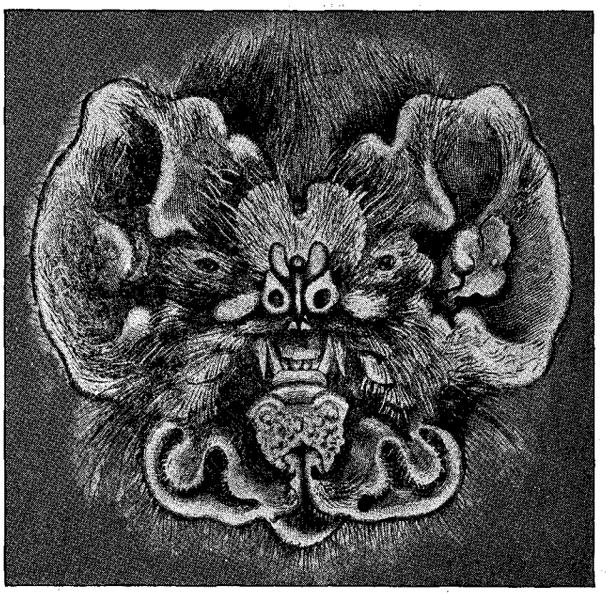


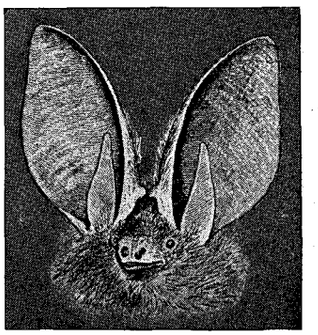
AFRICAN MAGADERM,

Which not only has large ears, but a sensitive organ attached to the nose to aid its "sixth sense."



HEAD OF BRAINVILLE'S BAT,

Which shows the highest development of the organ of the sixth sense to be found anywhere in animated nature. The whole face, including the ears, is covered with this organ; the nose, ears, and chin are all covered with sensitive hairs. The eyes are small and of little use.



LONG-EARED BAT,

Which has two very sensitive wing-like leaves in front of the ears.

To many it will appear difficult to reveal not only the presence of objects at sea, but also their size, distance, and character, by simply sending out vibrations and receiving the echo. He assures us, however, that such an echo properly received and recorded will not only indicate size and shape with a fair degree of accuracy, but direction and distance with great accuracy. It will distinguish a ship from an iceberg, will show whether the object is stationary or moving, and, if moving, the direction and velocity of such movement. To quote Sir Hiram again:

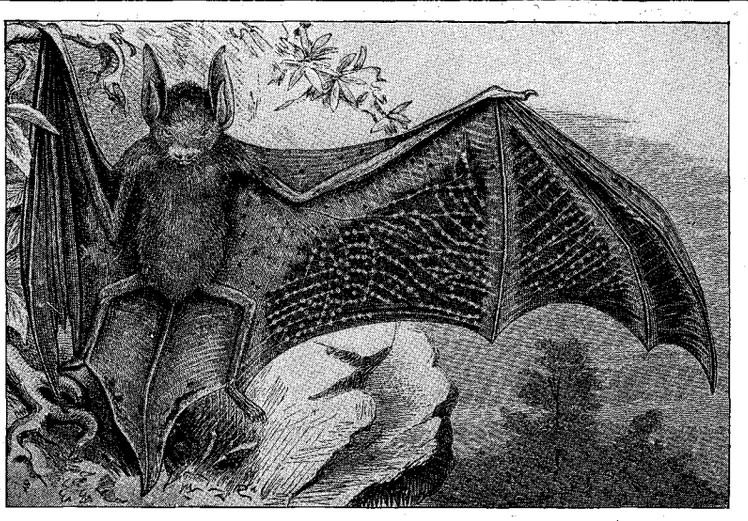
"Suppose that our ship is making twenty miles per hour and we find, upon sending out several blasts, that the echo reaches us in twenty seconds, we infer that, as it took ten seconds for our vibrations to reach the object and another ten seconds for the reflected vibrations to return, the distance is slightly over two miles. Our ship is doing twenty miles per hour, and one minute later we send out another blast, but the result is no stronger than before, so we change the direction of the blast and find that the greatest effect is produced when the blast is sent out dead ahead, also that the distance between the object and our ship is being reduced at the rate of thirty-five miles per hour; therefore, the unknown object is evidently a ship making fifteen miles per hour and traveling toward us slightly to our starboard. Our next blast shows us that the ship is only a mile distant, and very much to the starboard; we follow her direction and when she is in a position to present her broadside to us, we find on sending out a blast that the echo is very strong, the bells at the receiver ring violently and the recorder makes a large and distinct marking on the paper strip. The weather has been so thick that we have not seen the ship, but we have a fair idea of her; we know her speed and the direction in which she is sailing. Later on, we receive a series of records from each blast, showing that there are several small objects in our vicinity, probably fishing-boats. We are able to locate them and measure their distance, and, if any of them are dead ahead of us, we change our direction so as to give them a wide berth. Subsequently, we have a new experience; we send out a blast and receive back an echo showing that there is an exceptionally large object very nearly dead ahead of us.

"We know it is large because the distance indicated is ten miles and the record quite distinct. By sending out repeated blasts, we find that the distance between us and the object diminishes about one-third of a mile in a minute. This, of course, is due to our own speed and indicates that the object is stationary.

"When we are two miles apart, the reflection of our blasts rings the bells and the indicator shows a different record from what we have seen before. The markings on the paper strip are of considerable size and commence sharp and abrupt, but the ending is not sharp or distinct. There is a trailing out of spots made by the zig-zag lines.

"The total length of the echo is thus made larger than that produced by the primary blast.

"This shows that there is some kind of a cloud about the object of a different density from the surrounding air and that it is of considerable size. Therefore, we draw a logical conclusion. The object is of great size; it is stationary and it has something about it that modifies the echo; consequently, the record on the paper strip resembles that obtained from both a large, solid object and a cloud. Therefore, it must be a large iceberg surrounded by cold air. We change our direction so as to pass it on our port side at a distance of half a mile. Fortunately we have barely passed when the fog lifts and discloses an enormous iceberg surrounded by smaller pieces of ice that have been broken off."



WELWITSCH'S BAT.

We have here a good illustration of the sensitive wing that enables a bat to send out vibrations and to receive the echo. The spots are probably nerve-centers.

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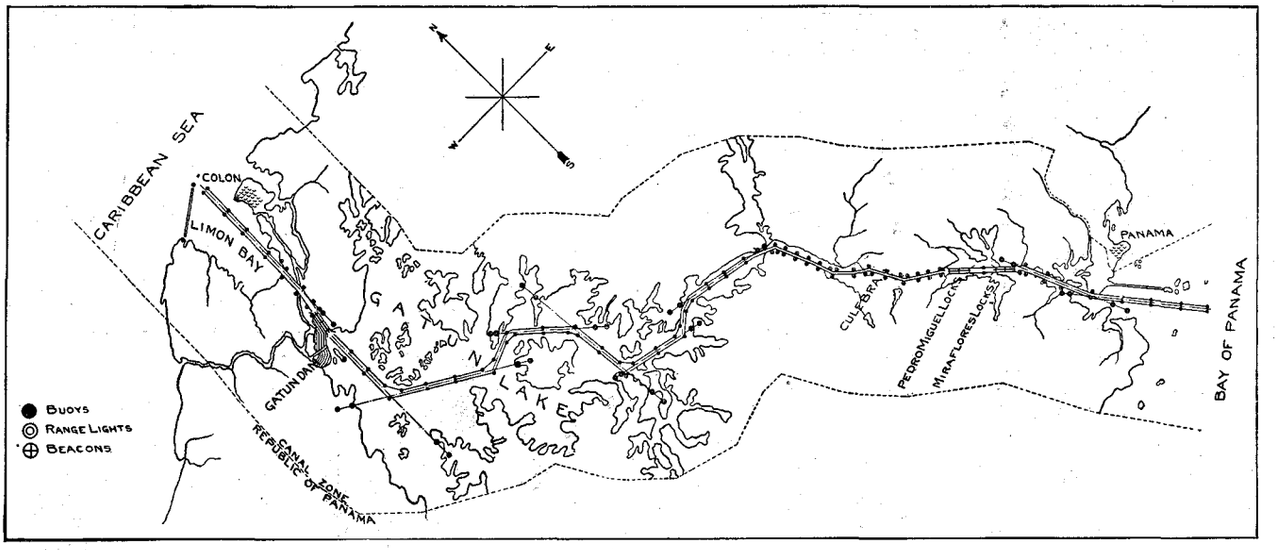

LOCATION OF LIGHTS AND BUOYS ALONG THE PANAMA CANAL.

LIGHT ON THE PANAMA CANAL

IN ONE RESPECT, at least, there is to be no discrimination between American and foreign ships passing through the Isthmian Canal. All alike will have their paths lighted by night by means of an instalment intended to make the night navigation of the canal as safe as that conducted by broad daylight. This "great white way" of Panama is described in an article which we quote in part, with map, from *International Marine Engineering* (New York, September). As will be seen from this, at the entrances and through Gatun Lake a double row of about sixty automatic-lighted buoys will mark the channel. These have been designed to meet the special requirements of the Canal Commission, and have an optical range of about twelve miles. Each light will have its distinguishing characteristic, and for this purpose the lanterns will be equipped with flashers, some producing single, others complex flashes. Colored lights, which reduce the range of visibility, will be entirely avoided. We read:

"With reference to the range lights two AGA installations have already been established at the Pacific entrance. These produce a very powerful light, having an optical range of more than twenty miles. They are equipped with flashers, but the flashes occur so rapidly that the impression of the light is continuously retained on the eye, so that the navigator can lead up to the range with the same ease as he would to fixt lights, and he has the additional security of a distinctive light character impossible of being confused with shore or ships' lights.

"The AGA sun-valve is also employed, which performs the functions of a keeper in extinguishing the lights at sunrise and lighting them again at the approach of darkness. The AGA sun-valve is actuated entirely by light, and is not affected by temperature changes. The construction of the sun-valve is based upon the well-known physical law 'that absorbed light is transformed into heat.' It consists of four metal rods enclosed within a stout glass cylinder. The central rod is coated with lampblack, which gives it the property of absorbing light, while the three rods surrounding it are polished and light-reflecting. All of these rods expand in the same degree with the application of heat, but the inner one only responds to light, the additional expansion caused thereby being employed to actuate a valve which controls the passage of gas to the main burner. During daylight the black rod has expanded and closed the valve; at the approach of darkness it contracts and the valve opens. A continuously burning pilot flame attached to the main burner and fed directly from the gas-supply ignites the gas.

"The illuminating medium of the AGA system, acetylene, is stored in large quantities in small portable steel cylinders. This is made possible by the use of what is known as 'dissolved acetylene.' The dissolving agent is acetone, a liquid which possesses the quality of absorbing or dissolving about twenty-five times its own volume of acetylene for each atmosphere of pressure at 60 degrees F. To prevent any possibility of explosion the cylinder, or accumulator, as it is called, is first filled with a highly porous mass of special composition, which is introduced in a pasty form and baked to hardness. The porous mass has the effect of segregating the particles of acetylene, so that an explosion wave can not spread through the cylinder. The acetone is then forced into the accumulator until it occupies about 40 per cent. of the interior volume. The accumulator is then charged with pure, dry acetylene and is ready for service.

"The AGA installation with four of these small accumulators of dissolved acetylene, it is claimed, will operate uninterruptedly and without attention for a year or more. The flasher, while providing a distinctive light characteristic, also effects an enormous saving of gas, due to the dark periods when gas is not being burned; ordinarily about one-tenth of the gas is consumed that would be required for a continuous light. But the final word in gas economy is attained by the sun-valve, which permits the gas-supply to be used only during darkness, and effects, it is claimed, an additional saving of about 40 per cent."

THE "HORRIBLE WASTE" AT NIAGARA

BLUSHES of shame and chagrin mantle the cheek of every American engineer, it seems, at the sight of so much water thundering aimlessly over the cataract at Niagara. A cluster of huge factories fringing a bare cliff of rock would suit him better. Some of us may think that too much of the water is already used for the generation of power, but not so the engineer. He wants the whole fall, and is unwilling that any of it should be left to look at, except when specially "turned on," like the Kaaterskill fall in the Catskills. This point of view may be realized from an editorial in *Metallurgical and Chemical Engineering* (New York, September 12), suggested by a recent visit of members of the Congress of Applied Chemistry to Niagara. The writer hopes that it may have been possible so to distract the visitors' attention as to prevent their thorough realization of what he calls "the horrible spectacle of economic waste" presented by the present condition of the Falls. He says:

"We do not imagine for a moment that the unique *scale* of the waste will appeal to them as an element of beauty any more than it appealed to Lord Kelvin when he stated that 'the great cataract can never be beautiful until it has ceased to be an awful and unlovely example of waste,' or any more than the tremendous scale of a conflagration consuming for spectacular purposes a million tons of coal a week would appeal to the esthetic sense of the Director of the Bureau of Mines.

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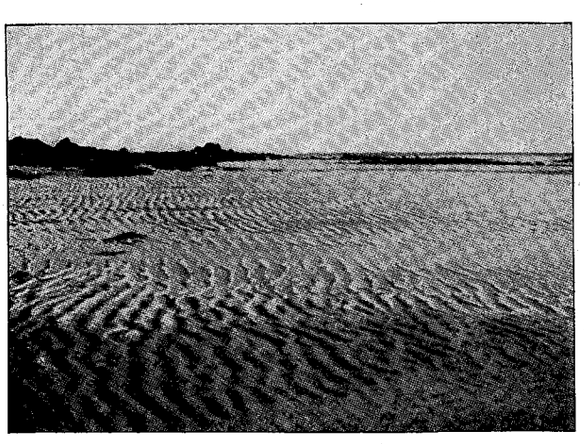
"As we can not cover up the matter, we may as well apologize most humbly for its existence. It will probably be well known to our visitors that the present cessation of power development is due to an international agreement between the United States and Great Britain. The ways of governments are notoriously beyond rational analysis and need not demand any particular attention from a technical journal; but the ways of engineers are very much its concern and our apologies are entirely due to the fact, which we state with shame, that the engineers of this country have as a body allowed the question of restriction of power development at Niagara Falls to go against them by default. It is possible that organized effort on their part might not have averted the calamity, tho, having in mind the enormous force which engineering and technical societies in this country have shown themselves able to exert in other matters, we do not believe it. In any case, the deplorable fact is that nothing of the kind was done, and we are left with this frightful instance of what a handful of self-seeking mountebanks can achieve politically in the absence of opposition from those from whom it should have come to explain to our visitors as well as our embarrassment permits."

RIPPLE-MARKS NOT THE MARKS OF RIPPLES

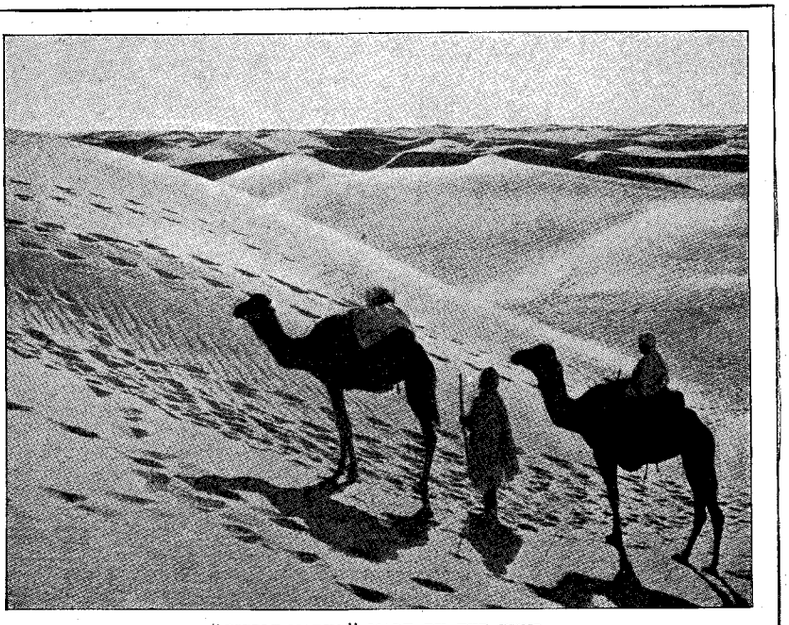
A NAME badly given often perpetuates misinformation for generations, sometimes fatally. Persons have been killed by eating lead acetate simply because the popular name of "sugar of lead" has continued to cling to it, or by the innocent-sounding "salt of lemon," which is a poisonous oxylate of potassium. Other names, embalming some erroneous idea, may never be fatal, but will probably long prevent the ordinary citizen from knowing the real constitution or cause of the things to which they apply. Every one who knows the sea-beach has seen "ripple-marks." The name indicates that they are marks left by ripples. A French student, Epry, writing in the annals of the Oceanographic Institute of Paris, shows that they are nothing of the kind. Ripples are a surface phenomenon and their influence could not touch the bottom on which these marks appear. The ripple-marks are due to cross-currents in the mass of a refluent wave. Says Paul Lemoine, writing in *La Nature* (Paris, August 24):



"RIPPLE-MARKS" IN THE BAY OF GOULVEN (FINISTERE).

As ripples are on the surface of the water, "their influence could not touch the bottom, on which these marks appear." In fact, "these marks attain their greatest size in precisely those places where the bottom is particularly protected from the influence of the wind." They "are, therefore, the work of the water and of it alone."

"Epry showed, in the first place, that on a beach there are places where these marks almost always form, whatever the weather may be, whether a gale is blowing or under a calm sky and with a glassy sea. There would thus seem to be no connection at all between the movements of the atmosphere and the formation of ripple-marks. M. Epry even believes that he has proved that these marks attain their greatest size in precisely those places where the bottom is most particularly protected from the influence of the wind. The ripple-marks are, therefore, the work of the water and of it alone."



"RIPPLE-MARKS" MADE BY THE WIND

On the sand-dunes in the desert of Southern Tunis.

The investigator has gone into the subject pretty thoroughly, and explains in detail how the marks are formed:

"M. Epry thinks that these parallel ridges form at every point of the beach at low-tide, where a current runs at right angles to the normal current of reflux and carries along, parallel to the shore, the grains of sand that the receding waves have brought from above. In fact, ripple-marks are generally parallel to the shore and are directed toward a rapid current, formed on one side and acting as a collector of smaller streams. In particular, on river bars, the retiring water, encountering an obstacle in its progress, is obliged to seek an easier outlet laterally; the necessary conditions for the formation of ripple-marks are realized and their existence can always be proved.

"The process is always the same whether water or air be the agent, and M. Epry explains in the same way the ripple-marks that are observed on mountain snow or on the dry sand of dunes, which are always formed on the sides of slopes by obliquely descending air-currents.

"These characteristic undulations are found only in sand, never in clay or pure mud. The most favorable conditions are realized in the case when there is a little clay in the sand, so as to cement lightly the material formed into ripple-marks by the current. When the sand has large grains, the undulations form with much greater difficulty; they form only under the influence of very powerful currents, but they are then of remarkable size. . . . . .

"To sum up: the ripple-marks are due solely to the action of water; they appear at all points of the beach at low-tide, where, on a sandy bottom, a current cuts the normal reflux transversely. They are alined in the direction of this transverse current. Their dimensions depend on the nature of the bottom, on the size of the sand-grains, and on the velocity of the water.

"M. Epry's conclusions are of very great interest, not only for oceanographers, but also for geologists who are attempting to reconstitute the oceanography of past epochs. They will also attract the attention of all persons who live on the seashore and who have speculated on the mode of formation of these curious undulations."—*Translation made for* THE LITERARY DIGEST.

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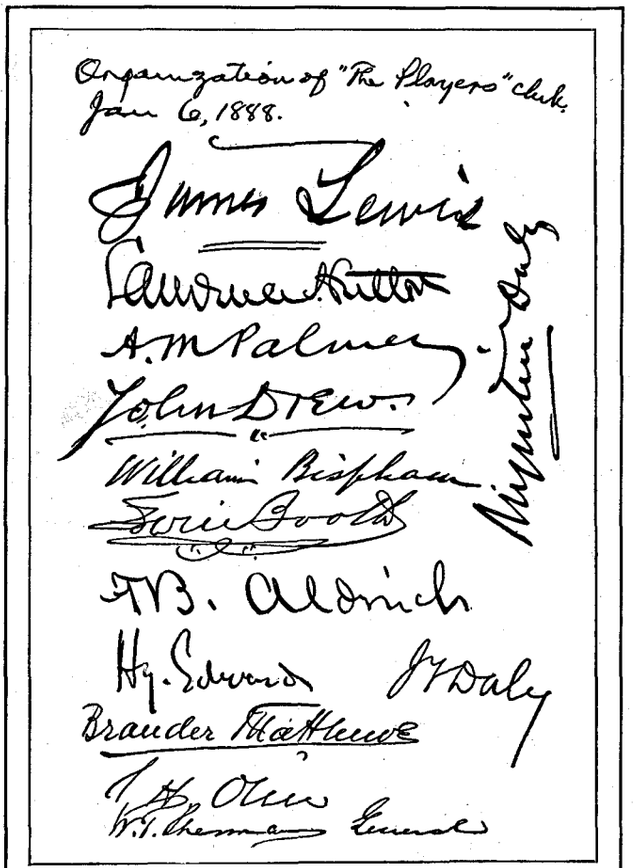
THE IRKSOME RHODES SCHOLAR

"THE FACT IS, we have no use for the American at Oxford," says a "Young Oxford," as he signs himself in the London *Academy*. It is clear that the presence of the Rhodes scholar is irksome to this young Britisher. He objects to our boys because they go to Oxford with "character already formed" and "opinions fixt." The American "does not understand us and takes away a false impression," complains "Young Oxford." "The very best type America gives us bears the stamp of ineradicable Puritanism—an excellent birthmark, perhaps, but it is an excellence that is exasperating." If "Young Oxford" likes us little when we are so, he dislikes us no less when we are not so, for he goes cheerily on: "If a young American is not a Puritan, then he is to be pitied, for he is usually rather despicable." For this subtle reason: "They do not know how to—shall we say—vary the monotony of virtue in a manner that is at all pleasant to behold." Young Oxford's content with himself would probably be more impressive if he and his like were not just now the objects of anxious scrutiny by their own elders. His critics have been numerous, and recently the Duke of Argyll added himself to the list. He declares that at Oxford and Cambridge "an extravagant life is led and injurious habits are formed against which a half-monastic show is provided, but the monastic rule and spirit are wholly absent." As a New York *Sun* correspondent reports him we find the Duke saying:



MARK TWAIN'S MENU CARD

Of the Daly luncheon when "The Players" was organized. His own writing appears at the top of the card.

"Shyness and awkwardness are the natural concomitants of the half-cultivated character of the British youth so treated, and the same amusing traits may be seen in his instructors, who have often never left halls where college ale has always been considered the nectar of the gods."

The Duke will earn little gratitude from "Young Oxford" for contrasting him, even half-heartedly, with the irritating American. The system which the Duke decries results, he says, "in a lamentable lack of initiative and self-confidence." Further:

"It may be doubted whether the discouragement of initiative is not carried too far in England; whether a mean between the precocity of the American artificiality and the backwardness of the English youth would not be the ideal. It may be doubted whether a frame of mind, which as regards authority only makes a fetish thereof, be not unfitted to assume responsibilities that should be faced. In the New World the degree of shyness which afflicts opening manhood is old and almost unknown. A transatlantic bishop on hearing some one say that 'So-and-so is shy' exclaimed: 'Shy! What do you mean? I guess diffidence is what you mean.'"

The English Review (London) has lately published a much-discust article on the public schools showing how they have combined "to turn out a nice fellow who had learned nothing useful, and unless he 'found himself' quickly after his university career was only fit to become a remittance-man abroad or a country-house loafer at home." The Oxonian does, however, learn a neat habit of sarcasm, and in *The Academy* he turns it on the American within his gates in this manner:

"The Americans are a great nation—almost as great as they will tell you that they are—and Cecil Rhodes was a great man; but whatever debt of gratitude his American scholars may owe to him, is not Oxford even more indebted? For they come to teach, not to learn. They have done with their schooling before they come to us. What has Oxford to give them? But they are generous, and only too willing to impart to us the *cachet* of Harvard and Yale. It is inspiring to watch their efforts to help us, and give old Oxford a wrinkle or two from more modern institutions. You see, we are very young and hopelessly lacking in that seriousness of purpose which is writ large all over them. If a sense of humor is not conspicuous among them, is it not more than compensated for, since its absence allows them to throw off on every impossible occasion some of those priceless moralizings which, rising as they do almost to the height of the finest platitude, do so much to check frivolous speech? Some foolish youth, for example, will give utterance to the following profound philosophy of life: 'I make a point of never paying my tradesmen.' Should any American be present there comes the prompt rejoinder, 'Wall, across the water we think it dishonorable to live at the expense of our tradesfolk.' Any sentiments prefaced by those inspiring words, 'across the water we think,' may be relied upon to express the most unimpeachable morality. It is, of course, a great blessing for us to be taught the fundamentals of honor and right conduct.

"Since these supermen came to Oxford we can not fail for want of example, for the American Rhodes scholar is not only chosen, as might be supposed, for seriousness of purpose, but rather for a combination of all those qualities, physical, intellectual, moral, which went to make up the Greek ideal. And then, what intuition, what insight into affairs! The young gentleman above quoted expresses his intention: 'Now that training is over I shall get "blind" every night for a week.' Should your American chance to see this young hopeful that same night in a somewhat exhilarated state, endeavoring by dint of much noise and effort to appear hopelessly intoxicated, the verdict goes back to the States that among the upper classes in England, far from being held a disgrace to get drunk, it is looked upon as something of an achievement! Oxford is, of course, the scene of many a first plunge into the 'strong waters' of inebriation, and from this the Transatlantic deduces the marvelous conclusion that English society is rotted to the core by a craving for alcohol.

"Similarly, from the telling of a 'smoking-room' story is inferred a lack of respect for women in England! A Rhodes scholar once told me that he thought London was the most immoral city in the world. On being questioned it appeared

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that he had seen so many couples 'walking out'—that conspicuous feature among the most respectable of our lower classes—and had assumed that all these ladies belonged to that class known as unfortunate!"

"Young Oxford" admits that these intruders "might have helped" in the realm of athletics. Such help is unwelcome, however. "We should prefer to stand on our own merits and give no handle to captious criticism from our rivals." He is sincerely grateful for one thing: "The best we can say of the invaders is that they bring with them from 'across the water' some capital 'rag-times,' for which we are duly grateful."

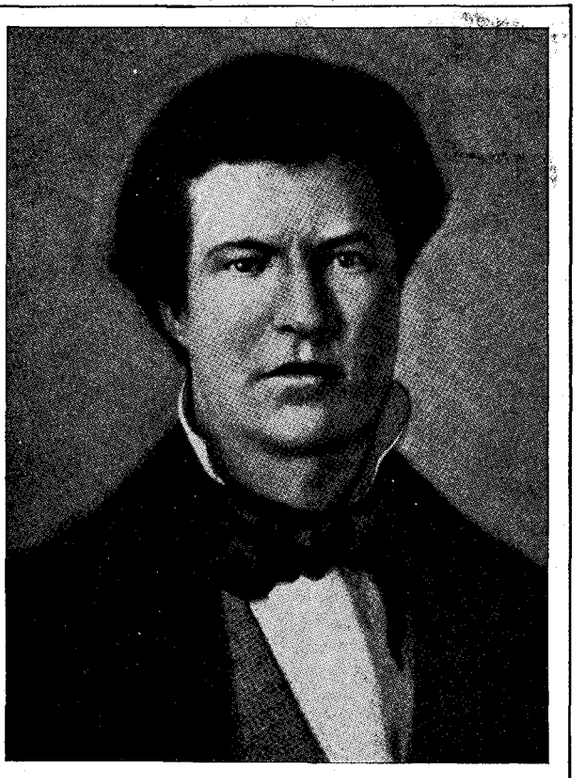
HOW "THE PLAYERS" WAS FORMED

WHAT HAS often been called the most interesting club in America is "The Players," that faces Gramercy Park, New York, in a little old-world eddy of the city's life not wholly invaded by the skyscraper. It has not the luxury and pretense of most of the city's clubs, but it is the guardian of traditions, mostly theatrical, but also literary and artistic, from earlier days. In the new life of Mark Twain, written by Mr. Albert Bigelow Paine, is a chapter on the origin of this club. Mark Twain, it appears, was one of the charter members and assisted in the organization. According to his biographer, he received one morning the following note:

"Daly's Theater, New York, January 2, 1888.

"Mr. Augustin Daly will be very much pleased to have Mr. S. L. Clemens meet Mr. Booth, Mr. Barrett, and Mr. Palmer, and a few friends at lunch on Friday next, January 6th (at one o'clock in Delmonico's), to discuss the formation of a new club which it is thought will claim your interest.

"R. S. V. P."

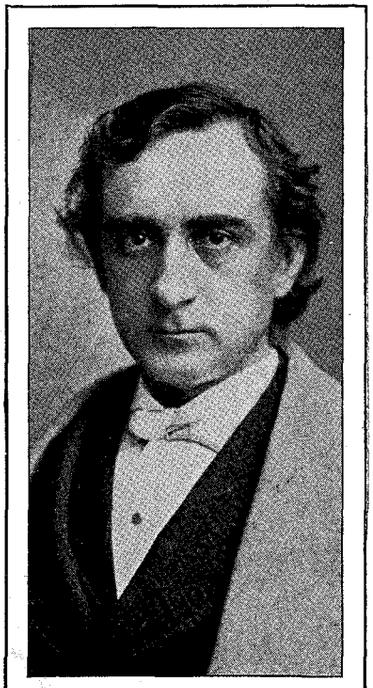


MARK TWAIN AT EIGHTEEN.

This portrait, reproduced from A. B. Paine's new life, seems to show other traits besides those of the humorist.

New York was not then without its literary and artistic societies, such as "The Kinsmen" and "Tile Club," with which Mark Twain was associated. "It was proposed now to form a more comprehensive and pretentious organization—one that would include the various associated arts." Further:

"The conception of this new club, which was to be called The Players, had grown out of a desire on the part of Edwin Booth to confer some enduring benefit upon the members of his profession. It had been discust during a summer cruise on Mr. E. C. Benedict's steam-yacht by a little party which, besides the owner, consisted of Booth himself, Aldrich, Lawrence Barrett, William Bispham, and Laurence Hutton. Booth's original idea had been to endow some sort of an actors' home, but after due consideration this did not appear to be the best plan. Some one proposed a club, and Aldrich, with never-failing inspiration, suggested its name, The Players, which immediately imprest Booth and the others. It was then decided that members of all the kindred arts should be admitted, and this was the plan discust and perfected at the Daly luncheon. The guests became charter members, and The Players became an incorporated fact early in January, 1888. Booth purchased the fine old brownstone residence at 16 Gramercy Park, and had expensive alterations made under the directions of Stanford White to adapt it for club purposes. He bore the entire cost, furnished it from garret to cellar, gave it his books and pictures, his rare collections of every sort. Laurence Hutton, writing of it afterward, said:



EDWIN BOOTH.

From a rare photograph.

His personality pervades the club which he founded.

"'And on the first Founder's Night, the 31st of December, 1888, he transferred it all to the association, a munificent gift, absolutely without parallel in its way. The pleasure it gave to Booth during the few remaining years of his life was very great. He made it his home. Next to his own immediate family it was his chief interest, care, and consolation. He nursed and petted it, as it nursed and petted and honored him. He died in it. And it is certainly his greatest monument.'"

"There is no other club quite like The Players," continues Mr. Paine, adding:

"The personality of Edwin Booth pervades it, and there is a spirit in its atmosphere not found in other large clubs—a spirit of unity, and ancient friendships, and mellowness which usually come only of small membership and long establishment. Mark Twain was always fond of The Players, and more than once made it his home. It is a true home, and its members are a genuine brotherhood."

In an article on this club by Emmett C. King in *Munsey's* we are told of the Founder's Night Ceremony, which begins about 11.30 and ends on the stroke of midnight. "During Mr. Booth's lifetime a toast was drunk to 'the perpetual prosperity of The Players'; but since his death the loving-cup is passed among the members, and each drinks reverently to 'the memory of the founder.'" The rooms he occupied in this club are held "as a hallowed spot by The Players, all their contents being kept just as he left them." "The book which he last read, with the page marked, lies on the table, and a chair and a skull used in 'Hamlet' are also to be seen."

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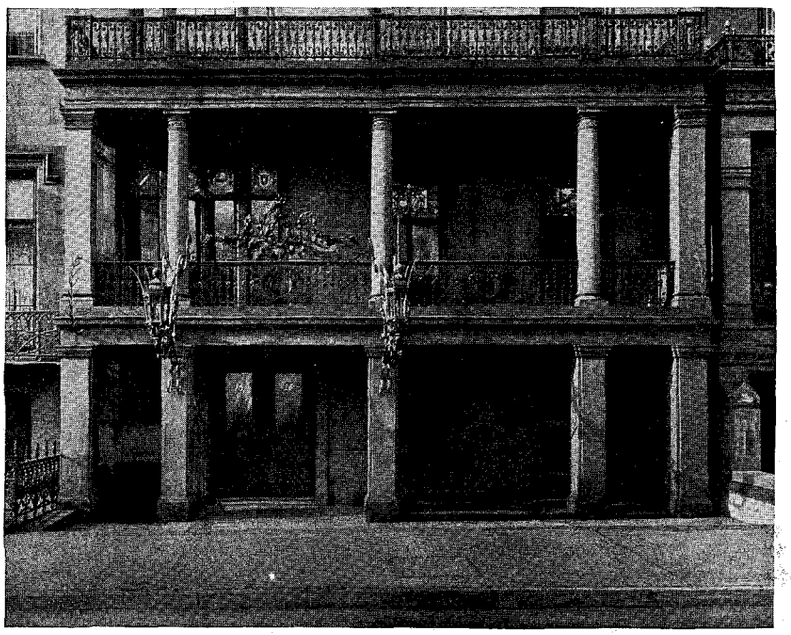
CANADA'S THEATRICAL AMBITIONS

VIBRATIONS from the busy brain of Oscar Hammerstein appear to have reached Canada. On the heels of his idea to build a string of forty new opera-houses comes a plan from Canada to build thirty new theaters. A syndicate of capitalists under the name of the British-Canadian Amusement Company has been incorporated in Ottawa, we are told by the London *Evening Standard*, "for the purpose of exploiting English actors and plays on a large scale throughout the Dominion of Canada." "The carrying out of this all-British plan will prove a severe blow to American traveling companies which have hitherto enjoyed a practical monopoly of theatrical amusements in Canadian cities," says this journal, "but it is claimed that the growing prosperity of Canada fully justifies the enormous outlay of capital involved." Some doubt arose in certain minds whether Mr. Hammerstein could find forty cities with a population sufficient to warrant building a new opera-house in each. What must one say to the Canadian project? Montreal, Toronto, Ottawa, Winnipeg, and Vancouver are named and there the list ends. The Canadian census returns for 1911 show 7,204,838 population, an increase of 1,833,523 in ten years. The authority we quote, the London *Morning Post*, does not give the proportion of English- to French-speaking people, but in the "Statesman's Year Book" for 1911 the returns of the previous census gave it as about three to one. There were in 1907, 110,345 Indians. The rural population in 1911 was 3,924,394; there are two cities with 300,000 and over, two with 200,000 and over, and one with over 400,000. *The Evening Standard* reveals this much more of the theatrical scheme:



"THE PLAYERS."

Founded by Edwin Booth and furnished by him from garret to cellar. The exterior was remodeled after designs by the late Stanford White.

"The Vancouver house will be commenced next month and finished in April. It is to be a high-class theater, seating 3,000 persons, and will cost more than £100,000. The other theaters in the chain will be much after the same pattern and equally expensive. The work of construction on them will also begin in a few weeks. It is the plan of the company that its houses shall be so placed that the companies will have no more than a day's journey between one theater and another. As this journey can be made on Sunday, it gives them a full week's engagement in each city.

"A specialty is to be made of British plays and 'star' actors. The names of those announced as being already under contract for next year are Sir Herbert Tree, Martin Harvey, Cyril Maude, Julia Neilson, Fred Terry, Arthur Bourchier, Violet Vanbrugh, Robert Loraine, Sir George Alexander, Lena Ashwell, Tom B. Davis, Forbes Robertson, and Lawrence Irving."

Mr. Louis Calvert, the English actor who was a prominent member of the New Theater company during its two years of history, has still other schemes for developing the theater idea in Canada. The London *Standard* reports him keenly interested in developing a school of dramatic art there, regarding Canada as "the Cinderella of all nations in the expression of her dramatic talent." He gave out these views to the London papers:

"Practical observation has taught me that drama in its highest sense is almost unknown throughout the great Dominion of Canada. Shakespeare is appreciated and his plays taught in ordinary schools, but there is no actual dramatic school for the study of Shakespeare's works in which young men and women can learn the foundations and rules of an art. Canada is dependent for its dramatic attractions upon New York managers, who send traveling companies, usually of great excellence, through its provinces. England also sends its theatrical celebrities to visit its principal cities, but, as a country, the Dominion is entirely unrepresented by a definite dramatic output.

"Now, this seems to me to be a want not only artistically, but also imperially. Why should Canada, the richest and most magnificent of all our dominions, not have the same advantages that are vouchsafed to other parts of our Empire? Australia, South Africa, India, all have definite theatrical enterprises belonging to themselves alone. My ambition is to establish in Canada a school of dramatic art where Shakespeare's plays can be taught, studied, acted, and produced under the very best conditions. To establish such a company on the lines, say, of Miss Horniman's Manchester company would necessitate the preliminary education of a body of actors and actresses whose talents, owing to lack of opportunity, are still in embryo. But once established, such an educational scheme would develop into a great central depot for the supply of genuinely well-trained young people who not only would be ambitious to act, but who would also have learned the practical business of their profession.

"Canada is the only country I know that has not a supply of actors and actresses equal to its demand. The Northwest Territory is virgin ground as far as native dramatic production is concerned. A Canadian company trained in the very best school of Shakespearian production seems to me to be not only a scheme of sound business value, but also an idea of imperial patriotism that should inspire those who are interested in the educational advantages of our great Dominion to a practical response."

A later writer to the London *Evening Standard*, Mr. Percy Burton, general manager for Forbes-Robertson, expresses his skepticism of the feasibility of the first plan. He thinks the proposals, however, indicate "a more rigorous invasion of Canada." He wagers that "the syndicate is much more American than English," and goes on to discuss the unnamed of the thirty towns:

"Where, pray, are the other twenty-five going to be? We will allow them Calgary (where a large new theater was recently opened by Forbes-Robertson), Edmonton, and Victoria (now in progress), but are Saskatoon, Regina, Moosejaw, and other towns, tho spreading with mushroom-like growth, yet ready for these half-a-million-dollar theaters run up by American capital for English actors to disport themselves in? And you must not forget that there are already first-class theaters in Montreal, Toronto, Ottawa, and Winnipeg, all in the hands of Americans.

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"When a man who knows the country is told that the houses 'shall be so placed that the companies will have no more than a day's journey between one theater and another, and as this journey can be made on Sunday it gives them a full week's engagement in each city,' this gives one to think furiously. I remember that Mr. Forbes-Robertson's journey between Edmonton and Winnipeg was a Sabbath day's journey—rather more, in fact—and covered some 800 miles in midwinter. But there is not one town, let alone six, in between where he could stay a week. Saskatoon and Regina might be good for two or three nights, but not more, tho 'the time will come.' But it is not yet! And that there are thirty towns where English companies can stay a week each in Canada is absurd at present, to say the least."

Mr. Burton is even more dubious of the list of "attractions" to be set before the Canadians next year:

"The names of those announced as being already under contract for next year are 'Sir Herbert Tree' ('I wonder'), 'Martin Harvey' (I'm sure he's not, for I was chatting with him about this only last week), 'Cyril Maude' (I hae ma doots), 'Julia Neilson and Fred Terry' (I shall know about these, perhaps, next week), 'Arthur Bourchier and Violet Vanbrugh, Robert Loraine' (not when he sailed a week ago, unless they have converted him by marconigram), 'Sir George Alexander' (who had been approached about the scheme of a syndicate, but was apparently more interested in his French plays). About Lena Ashwell, Tom B. Davis, and Lawrence Irving I know nothing, but they should make an interesting trio."

MR. BENNETT'S ART ADVENTURES HERE

PROBABLY Mr. Arnold Bennett is not the first foreigner who has fallen in with the "elegantly Europeanized American woman" who would softly coo: "There is no art in the United States . . . I feel like an exile." Mr. Bennett found the experience "exacerbating," and he relieves his wounded feelings against "these exiles, each believing himself or herself to be a solitary lamp in the awful darkness." There are many of them, he claims, and the redeeming fact is that "they bitterly despise one another." The popular English novelist shows up these and kindred insincerities in *Harper's* under the caption "Your United States," an engaging way of owning no responsibility for what he found here. As an analyst he is interesting:

"In the first place, these people, like nearly all dilettanti of art, are extremely unreliable judges of racial characteristics. Their mentality is allied to that of the praisers of time past, who, having read 'Tom Jones' and 'Clarissa,' are incapable of comprehending that the immense majority of novels produced in the eighteenth century were nevertheless terrible rubbish. They go to a foreign land, deliberately confine their attention to the artistic manifestations of that country, and then exclaim in ecstasy: 'What an artistic country this is! How different from my own!' To the same class belong certain artistic visitors to the United States who, having in their own country deliberately cut themselves off from intercourse with ordinary inartistic persons, visit America and, meeting there the average man and woman in bulk, frown superiorly and exclaim: 'This Philistine race thinks of nothing but dollars!' They can not see the yet quite evident truth that the rank and file of every land is about equally inartistic. Modern Italy may in the mass be more lyrical than America but in either architecture or painting Italy is simply not to be named with America.

"Further, and in the second place, these people never did and never will look in the right quarters for vital art. A really original artist struggling under their very noses has small chance of being recognized by them, the reason being that they are imitative, with no real opinions of their own. They associate art with Florentine frames, matinée hats, distant museums, and clever talk full of allusions to the dead. It would not occur to them to search for American art in the architecture of railway stations and the draftsmanship and sketch-writing of newspapers and magazines, because they have not the wit to learn that genuine art flourishes best in the atmosphere of genuine popular demand."

Nobody in this country deceived Mr. Bennett into thinking they had artistic tastes by showing him a gallery full of foreign masters. Indeed, "it was a somewhat melancholy experience to spend hours in a private palace crammed with artistic loveliness that was apparently beloved and understood, and to hear not a single word disclosing the slightest interest in modern American art." Mr. Bennett was "more imprest and reassured by such a sight as the Inness room at the colossal Art Institute of Chicago than by all the collections of old masters in America, tho I do not regard Inness as a very distinguished artist." He found it not wonderful that the dilettanti forgot Inness when they forgot so many others, as, for example—

"In forgetting that their poor, inartistic Philistine country did provide, *inter alia*, the great writer who has influenced French imaginative writers more deeply than any other foreign writer since Byron—Edgar Allan Poe; did produce one of the world's supreme poets—Whitman; did produce the greatest pure humorist of modern times; did produce the miraculous Henry James; did produce Stanford White and the incomparable McKim; and did produce the only two Anglo-Saxon personalities who in graphic art have been able to impose themselves on modern Europe—Whistler and John Sargent."

With these shots at our general neglect of native genius he turns to record his search for individual American artists to commend, and his "first adventures were not satisfactory":

"I trudged through enormous exhibitions, and they filled me with just the same feeling of desolation and misery that I experience at the Royal Academy, London, or the Société des Artistes Français, Paris. In miles of slippery exercise I saw almost nothing that could interest an intelligent amateur who had passed a notable portion of his life in studios. The first modern American painting that arrested me was one by Grover, of Chicago. I remember it with gratitude. Often, especially in New York, I was called upon by stay-at-home dilettanti to admire the work of some shy favorite, and with the best will in the world I could not, on account of his too obvious sentimentality. In Boston I was authoritatively informed that the finest painting in the whole world was at that moment being done by a group of Boston artists in Boston. But as I had no opportunity to see their work I can not offer an opinion on the proud claim. My gloom was becoming permanent, when one wet day I invaded, not easily, the Macdowell Club, and, while listening to a chorus rehearsal of Liszt's 'St. Elizabeth,' made the acquaintance of really interesting pictures by artists such as Irving R. Wiles, Jonas Lie, Henri, Mrs. Johansson, and Brinley, of whom previously I had known nothing. From that moment I progressed. I met the work of James Preston and of other men who can truly paint.

"All these, however, with all their piquant merits, were Parisianized. They could have put up a good show in Paris and emerged from French criticism with dignity. Whereas there is one American painter who has achieved a reputation on the tongues of men in Europe without (it is said) having been influenced by Europe or even having exhibited there. I mean Winslow Homer. I had often heard of Winslow Homer from connoisseurs who had earned my respect, and assuredly one of my reasons for coming to America was to see Winslow Homer's pictures. My first introduction to his oil-paintings was a shock. I did not like them, and I kept on not liking them. I found them theatrical and violent in conception, rather conventional in design, and repellent in color. I thought the painter's attitude toward sea and rock and sky decidedly sentimental beneath its wilful harshness. And I should have left America with broken hopes of Winslow Homer if an enthusiast for state-patronized art had not insisted on taking me to the State Museum at Indianapolis. In this agreeable and interesting museum there happened to be a temporary loan exhibit of water-colors by Winslow Homer. Which water-colors were clearly the productions of a master. They forced me to reconsider my views of Homer's work in general. They were beautiful; they thrilled; they were genuine American; there is nothing else like them. I shall never forget the pleasure I felt in unexpectedly encountering these summary and highly distinguished sketches in the quietude of Indianapolis. I would have liked to collect a trainful of New York, Chicago, and Boston dilettanti, and led them by the ears to the unpretentious museum at Indianapolis, and force them to regard fixedly these striking creations."

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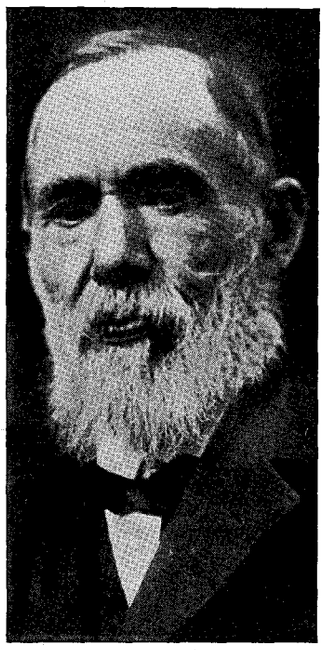
RELIGION AND SOCIAL SERVICE

A NEW "HOME FOR THE HOMELESS"

THE CENTENNIAL celebration of the birth of Henry Ward Beecher next May will be marked by the completion of a practical charity after Mr. Beecher's own heart. It is made possible through the generosity of the late John Arbuckle and his executors, and, says the Brooklyn *Eagle*, "it will be a lesson in applied Christianity as Mr. Beecher taught it, and as Mr. Arbuckle learned it under his inspiration, in Plymouth Church." It will be "a home for the homeless, devised to meet one of the most subtle and least recognized needs of a great city." It will welcome from the cheerless hall-bedrooms the young men and women who have forsaken country homes to try the hazard of new fortunes in New York and Brooklyn. It was Mr. Arbuckle's especial wish "to do something for his own city and in the neighborhood of Plymouth Church," and his idea slowly crystallized in the manner *The Eagle* sets forth:



JOHN ARBUCKLE,
The inspirer of the new Beecher Club to be built by his executors.

"Several years ago Mr. Arbuckle met Marshall Field, and Mr. Field told him much about the Armour Institute in Chicago. Mr. Arbuckle talked to several of his friends in the Downtown Club of New York, and asked his pastor, who was going to Chicago to exchange with Dr. Gunsaulus of Armour Institute, to get all the information for him that could be found. The two or three friends with whom he talked somewhat freely now believe that he gave up his plan for an educational institution, partly because he felt that the Pratt Institute covered the field, and partly because he felt that there was no room for it in the vicinity of Plymouth Church.

"No one, however, seems to know just why the merchant dropt his idea. Later on, Mr. Arbuckle came to feel that the work he was doing in connection with his ships was temporary and unsatisfactory. One Sunday morning Dr. Hillis referred to the hundreds of young men and women who live on the Heights. He called attention to the fact that multitudes of young people live in hall-bedrooms of boarding-houses and were strangers in the great city. Many were clerks, many bookkeepers, many were stenographers, and all were here to make their fortune. He spoke of the fact that from this class come the leaders; that they are the most promising class, as well as the neediest class.

"It is believed by some that it was this that crystallized Mr. Arbuckle's final plan.

"When a committee asked him to subscribe to the $400,000 fund for the Young Women's Christian Association Building, he answered that he did not believe in keeping young men and women apart, and that he had a plan of his own. He also said, very emphatically, that he believed the location of such a building should be on the Heights, where the young people were living in boarding-houses, and where, as time went on, their numbers would increase.

"He wished a great room in which young men and women who were working their own way, and were strangers in the city, could have their own club-room, library, and writing-room on one floor; their own assembly-room, with a good gymnasium, swimming-pool, and lockers, to be used on alternate days; with certain class-rooms, where young women and men could be trained in the art of self-support, through evening classes in typewriting, shorthand, bookkeeping, dressmaking, millinery, kindergartening, civil government, and allied plans. As Mr. Arbuckle was a man who had his own plans and did things in his own way, at Dr. Hillis' request Woodruff Leeming made the preparatory sketch of the rooms that were desired. But shortly afterward came Mr. Arbuckle's death, and Mr. Arbuckle's nephews, William A. Jamison and Charles Jamison, have since thoroughly revised the plan, and as these plans stand at present they largely represent the ideas of his nephews.

"It is a well-known fact in Brooklyn that Mr. Arbuckle's greatest enthusiasm for forty years was his enthusiasm for Mr. Beecher, his pastor, and for Plymouth Church. Mr. Arbuckle gave Dr. Hillis the first $5,000 for the Beecher fund and helped raise the next $60,000. Above the mantelpiece, therefore, in the large reception-room in the Arbuckle Memorial Building will be these words:

PRESENTED
TO PLYMOUTH CHURCH
AND
THE PEOPLE OF BROOKLYN
IN RECOGNITION OF
HENRY WARD BEECHER
AND WHAT HE DID TO
SAVE THE UNION

Young men and women of the best fiber come to the city to seek their fortunes, "leaving behind them the safeguards of civilization to only a less degree than did the gold-seekers of Cripple Creek or the Klondike." In this way does *The Eagle* see the proposed beneficiaries of Mr. Arbuckle's plan:

"Instead of cabins these young men and women camp in hall-bedrooms and they eat in boarding-houses and restaurants as devoid of home influences as is the most isolated miner's shack. Home influences these proud and ambitious young workers are bound to miss unless the people with homes go out, like the giver of the feast in the parable, and compel them to come in. But the human influences, organized outside of and against the home, are not thus idle. Their appeal is constant, and if the young men and women do not yield to them, it is due to the principles brought from the country home or the country church more often than to the reenforcements of virtue carried to them in the city.

"That was the problem of city living which John Arbuckle understood and which he set himself in various ways to meet. To the observer of his philanthropies it would seem that the text most often in his mind was, 'He setteth the solitary in families.' For his final benefaction Mr. Arbuckle has undertaken to set the solitary of Brooklyn Heights into a family, under the shadow of Plymouth Church. That he should do this as a memorial to Henry Ward Beecher is more than a matter of personal loyalty to the pastor of his youth."

Among a number of letters from Brooklyn's leading citizens one from Albert J. Lyman expresses the fitness that is felt in the new social institute to commemorate the great preacher:

"We can but rejoice, all we who loved Mr. Beecher, that the plans for this memorial edifice contemplate not a mere mausoleum, or even monument, however noble, but a Place of Life, devoted to the sentiment of human brotherhood and to the instant service of all the people. I am sure that he himself would not have it otherwise. One never-to-be-forgotten afternoon, I remember, walking with him back to his home from some occasion of funeral solemnity, he said suddenly: 'Well, Lyman, I suppose they'll try to take me out to Greenwood some day. But,' and just then the light javelin of his unmatched humor shot from his eyes, 'God knows I won't stay there!' Falling into his tone, I asked, rather impertinently, 'Where, then, shall we look for you, Mr. Beecher?' Instantly a change swept over his mobile face. The merry eyes widened, softened, and looked far away, and the deep note thrilled up through his voice as he answered gravely: 'Oh, somewhere in the thick of things, fighting for my country.'"

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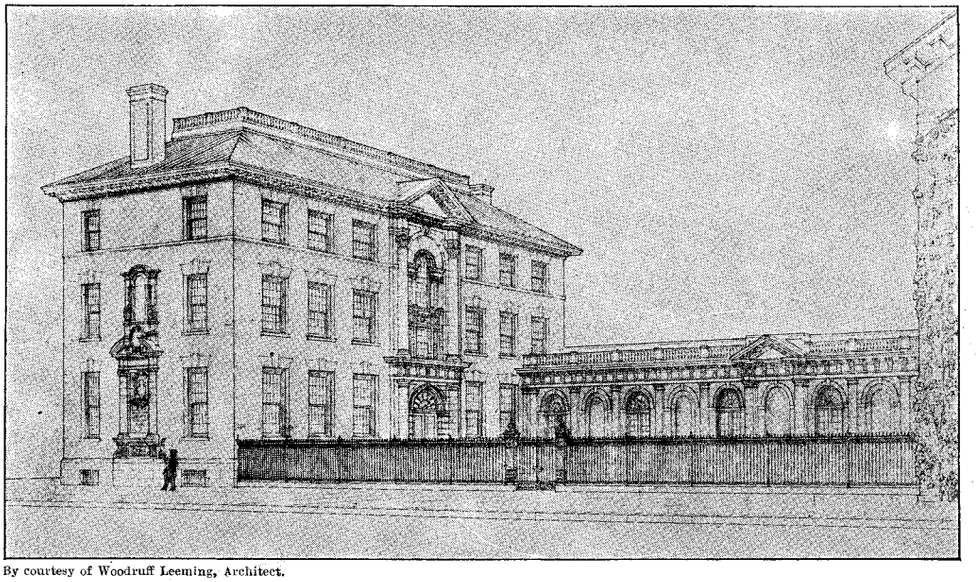
CHURCHES AND THE SOCIAL CRISIS

A CHIEF SUFFERER in every social crisis is the Church, says Prof. Walter Rauschenbusch, of Rochester Theological Seminary, in a paper read at the Baptist World Congress in Philadelphia. We are facing such a crisis now, he thinks, a crisis due to the rebellion of the many against the concentration of wealth and power in the hands of the few. In his paper, which we find quoted in *Zion's Advocate*, of Portland, Maine, he declares trenchantly that "the great industrial working class, swiftly growing in numbers, strong in education and intelligence, with the breath of democracy and self-respect in its nostrils, knit together by organization, is confronting its older brother, the business class, with a demand for a fairer share in the proceeds of the common toil, in the management of the common affairs, and in the enjoyments of the light and vastness of modern knowledge and culture." He sees the crisis unfolding itself in this way:

"Our age has outgrown our older order. It is aching in its old organization and straining for a new. . . . .

"Several centuries ago society began to pass from the patriarchal, feudal, despotic age into the new age of political democracy and economic capitalism. It was a crisis accomplished with untold suffering and immense achievements of good. To-day we are once more passing from capitalism to collectivism, from an economic order based on special privilege and industrial autocracy to one based on equality of opportunity and industrial democracy. It will come with travail and bloody sweat, but once more it is the tread of destiny and it brings rich promise."



By courtesy of Woodruff Leeming, Architect.

THE PROPOSED BEECHER MEMORIAL.

A club for young men and women who mainly know the cheerless comforts of hall-bedrooms.

That the Church must suffer in this present social crisis as in others, Professor Rauschenbusch explains first on general principles—that the Church is a great social institution deeply rooted in the soil of the nation for centuries, and that when that soil is convulsed or washed away the roots of the Church are torn loose and laid bare. Then he proceeds to particulars:

"When a nation is industrialized, like ours to-day, the country people are sucked into the manufacturing centers, and the country churches, which are the chief strength of the Church, are left high and dry. On the other hand, the down-town churches are submerged with a rabble of human beings with which they find it hard to establish contact. In our old-fashioned villages there used to be a large body of substantial families owning farms and stores. To-day there are a few wealthy employers and a class of factory hands, and where are the village churches to gain their financial and moral support? Thus the churches suffer in the social crisis."

The difficulties of the Church in these times of social upheaval do not end simply in lack of support, he adds:

"When there is wide-spread social suffering and men realize keenly the wrongs under which they labor, they instinctively turn to the Church for aid and redress. They feel that a powerful body, created for the very end of establishing justice, peace, and love, must be able to heal the evils of society. When they find the Church impotent and perplexed, they accuse it. . . . . .

"The criticism of the Church grows sharper when the Church not only stands impotent to help, unable to adjust itself promptly to the changing needs of the people, but when great classes feel that the Church is antagonistic to their interest."

How this criticism should exist in spite of the fact that "the spirit of Christianity is a tireless force of progress" is explained as due to the Church's conservatism. Every Church, the writer thinks, is in close spiritual contact with the ideas of the age in which it became powerful and with "the philosophy of life, the fundamental moral and legal view of that age." So it comes about that—

"These ideas seem to that Church identical with morality and the divine order of society, and it protects and defends them. That is very welcome to the social classes who are in possession, and they lean on the conservative forces of the Church. On the other hand the rising and aspiring classes, who embody new and raw principles of morality, feel the authority of the Church exerted against them and the cause which they feel to be holy, and they bitterly resent what seems to them a spiritual perversion of the Church."

For illustrations, Professor Rauschenbusch accuses pretty nearly every Church in Christendom, Protestant and Catholic, and states regretfully that while the people are struggling toward political liberty and social brotherhood, the Churches "have, with fatal persistence, ranged themselves on the other side." This has produced more alienation from religion, he declares, than all other causes combined.

OUR "BUDGET OF LUXURIES"—In yearly contributions to church work at home the American people spend $250,000,000 and for foreign missions $12,000,000. But lest these sums should arouse our complaisance it is pointed out that the American people pay for confectionery, soft drinks, and chewing-gum $71,000,000 more than they pay for church work and foreign missions combined. The terms for this comparison are furnished by the American Federation of Sex Hygiene, of which Dr Charles W. Eliot is president. A list of money-consuming objects is included under what is called a "National Budget of Luxuries and Surplusage." *The Churchman* arranges in a group "eight of the more important items in the huge bill of tolls on the prosperity of the nation, aggregating in all in round numbers $8,000,000,000, which the American people may be said to levy upon themselves annually." Thus:

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Intoxicating liquors	$2,000,000,000
Tobacco	1,200,000,000
Jewelry	800,000,000
Automobiles	500,000,000
Confectionery	200,000,000
Soft drinks	120,000,000
Patent medicines	80,000,000
Chewing-gum	13,000,000

Of this list *The Churchman* observes:

"On the assumption that an honest and careful inquiry has been made in regard to these items, the list certainly is one that should make the American people take heed as to its ways. Of the items listed each class has its special defenders, who probably justify their own proportion of the expenditure as eminently proper, while probably condemning some of the other classes. The fact that intoxicating liquors and tobacco head the list of these tolls on the wealth and industry of the American people will not surprize any one. The story in regard to them is an old one, and the statement in regard to the expenditure involved is only impressive by its vast aggregate. As to jewelry, its value may be said to remain and does not, like that of liquors and tobacco, pass away in physical excitement or in smoke. As to automobiles, also, while the expenditure unquestionably far exceeds the value conferred and in many cases leads to bankruptcy and loss of life, they, also, are an incident in the march of progress and invention and there is a real benefit conferred by them. Of the four remaining items of those listed—confectionery, soft drinks, patent medicines, and chewing-gum—it would seem that, after making a reasonable deduction for legitimate expenditure on these items, the aggregate of money worse than uselessly spent upon them is enormous. But, as we said, the figures as a whole for these eight items when put forth under such sanction are provocative of thought and are in themselves more impressive than any comment."

THE NUN'S-GARB QUESTION

BARRING a few expressions of dissatisfaction or open objection, the religious press, both Protestant and Catholic, seem to acquiesce amicably in President Taft's solution of the Indian-school question. The nuns already employed as teachers in the schools, numbering, it is said, only fifty-one in two thousand, may continue to wear the religious garb, but no new teachers so habited shall be employed, nor shall the Government take over any more denominational schools, if the President's advice is followed. The ruling on Commissioner Valentine's order is not formal but advisory, and acceptance is expected to follow. Several journals review the President's letter without comment. The President based his views upon the report of Secretary Fisher, who argued that "the national principle of separation of church and state was endangered no more by the biretta than by the broad-brimmed hat of the Quaker." *The Congregationalist* (Boston) finds that the President's decision "falls far short of what the defenders of separation between church and state have demanded." It adds:

"It rests the whole proportion of payment by the Government for religious uses upon the will of Congress and not upon the broad constitutional principle of separation between church and state. In the meantime the fifty-one nuns are to remain as teachers and the rooms owned by the Government as public schools are to be used, out of school hours, for religious instruction by sectarian teachers."

The question of constitutional interpretation seems to have brought forward another aspect that may arouse further discussion. The Congregational paper promises further views on this line. It is this, too, that especially interests *The Jewish Exponent* (Philadelphia), which quotes with comment the Secretary's paragraph:

"Secretary of the Interior Fisher in his letter to the Commissioner says among other things:

"'The religious regulations of the Indian Service permit the use of the school buildings for the religious ceremonies of all sects under uniform regulations and without discrimination. Neither religion itself nor the free exercise thereof has been prohibited by or under color of any law of Congress. The Constitution does not provide that Congress may not expend the public moneys for religious purposes. If it did the Constitution would have been violated, and is now being violated, by the employment of chaplains in the Army and Navy and for Congress itself.'

"It is true that the Constitution does not expressly prohibit the expenditure of public money for religious purposes, but such a prohibition is a necessary implication. The fact that such appropriations have been made does not justify them. If chaplains are desired by men in the Army and Navy the several denominations should pay them. That, however, is another story."

The Northwestern Christian Advocate (Methodist, Chicago) "regrets that President Taft has not seen his way to uphold Commissioner Valentine in his decision." It seems also to see some ulterior motives in the President's decision:

"Any one who has followed him in his relation to the Roman Catholic Church can easily see that even to rule that henceforth no new teachers shall wear ecclesiastical garb must have pained him. We must accept the ruling of the President as final. He has yielded as much as he feels he can, and those who for conscientious reasons have objected to these Roman Catholic teachers appearing before their wards in their garb must be content to abide the passage of years before this wrong can be rectified.

"The ruling is, of course, a victory for Protestants, for the admission is made that the wearing of a garb while on duty is contrary to the spirit of the law and of public opinion. The fact is that the presence of these sisters wearing their robes, their crucifixes, and their rosaries before these susceptible Indians is practically winning them to the Roman Catholic Church. That Church makes its appeal through these very things, and to deprive them of foisting upon these Indian schools the aforementioned insignia of authority will practically eliminate the appeal of that Church."

The Catholic Citizen (Milwaukee) remarks:

"Some Protestants can't understand how Catholic susceptibilities should be wounded by the reading in the public schools of the Protestant Bible. Some Catholics can't understand why the garb of our good sisters should so offend Protestant susceptibilities as to bar a competent nun-teacher from the public schoolroom.

"Neither of us is to be the judge, herein, of the reasonableness of the other's susceptibility. The fact that the Protestant declares his feelings are wounded should be sufficient for us, in a forum like the public school, where the mutual agreement is that nothing sectarian shall be intruded; we should instantly follow the golden rule of Christian comity.

"But there are special cases and exceptional situations. Today the Protestant Bible is read and Protestant opening hymns are sung in dozens of public schools, even in States where the courts have adjudged such exercises sectarian. But the attendance at these schools is exclusively Protestant; the districts are Protestant settlements. Catholics would be quixotic and fanatical to insist upon the letter of the law when they suffer no injury. The spirit of tolerance should govern.

"The temporary and special situation in certain of the government Indian schools, where some fifty out of two thousand teachers wear the garb of the Catholic Sisterhoods, is of a like nature. President Taft has adjudicated the matter like the big, broad man he is."

The Outlook (New York) feels that President Taft's decision "can hardly be satisfactory to anybody," adding:

"Devout Catholics who believe it is a function of government to teach religion will not be satisfied, because the President decides that no teachers will hereafter be engaged in such schools who wear ecclesiastical garb; devout Protestants will not be satisfied, because fifty-one teachers formerly connected with Catholic schools now wearing ecclesiastical dress in the government schools are permitted to continue the practise; the great body of American citizens, without regard to religious creed, who believe in the complete separation of church and state will not be satisfied with the President's explanation of what is sectarian and what is not sectarian in government administration. . . . It would be much better to turn all Indian schools over to private management, letting the Catholic Indians go to Catholic schools and the Protestant Indians to Protestant schools, than to involve the public-school system of the United States in any kind of a controversy over what we hope is the irrevocably established policy of a complete separation of church and state in this country."

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MOTOR-TRUCKS AND MOTOR-CARS

THE AMERICAN GOOD ROADS CONGRESS

ONE of the most important gatherings for the consideration of good roads was the American Road Congress held at Atlantic City during the past week. More than a thousand delegates from all localities in the United States were in attendance.

In the two days of the convention devoted to road-users the program was in charge of automobilists. Almost every phase of road building and maintenance was considered. Among the many subjects discust during the deliberations were: Federal Aid for Good Roads; Economic Benefits of Good Roads; Comparison of American and Foreign Roads; Adequate Sign-Posts; License Systems; Road-making Machinery; Through Routes; "Seeing America First"; Road Jurisdiction; Building and Maintenance, etc.

Gov. Woodrow Wilson in his address of welcome advocated strongly Federal aid for improved roads, among other things saying:

"The question of highways is one of the few great instrumentalities of our public and our communal life with which the Government is of necessity connected. I see that we must do what we have been very backward in doing as compared with other nations. We must more and more engage the Government in providing the general facilities of the common life. We have never doubted that the Government had the right to supply these facilities which private endeavor has never been expected to supply. Therefore we are not upon a new ground of theory; we are merely upon a new ground of tactics, and when I think of what the highways mean I seem to be thinking of the whole history of the human race.

"I tell you frankly my interest in good roads is not merely an interest in the pleasure of riding in autos. It is not merely an interest in the much more important matter of affording farmers of this country and residents in villages means of ready access to such neighboring markets as they need for economic benefit, but it is also the interest in weaving as complicated and elaborate a net of neighborhood and State and national opinion together as it is possible to weave. It is of the most fundamental importance that the United States should think in big pieces, should think together, should think ultimately as a whole, and I feel in my enthusiasm for good roads something of the old opposition that there always has been in me to any kind of sectional feeling.

"Whenever you increase what the United States is doing, you must immediately increase the facilities of the United States for handling what it has made after it has made it. You can not rationally increase the prosperity of this country without increasing the road facilities of this country.

"We are merely threading the energies of a nation together, linking them in a single pattern, or, rather, we are merely setting them free when we facilitate and promote the interests of a congress like this."

The question of automobile licenses was discust by Prof. Charles Thaddeus Terry, of Columbia University, chairman of the American Automobile Association Legislative Board. Speaking on "The Law of the Automobile," Professor Terry declared it was the right of the motorist to be delivered from bearing all the expense of road building and maintenance. He asserted the double tax levied on autoists in all but two States to be unjust. Registration, he believed, should be for the purpose of identification only, except for a small tax equal to that of other vehicles and applicable to all.

Frank D. Lyon, secretary of the New York State Automobile Association, urged the necessity of Government supervision over highways. Speaking upon this subject, he said:

"What we need first of all is a Federal Department of Highways. All persons interested in good roads should demand the establishment of this department. The head of it should be empowered to go into the States, confer with the State highway departments, and ascertain just what they desire in the way of a Federal highway. For those States which have already built main arteries and desire them to be converted into Federal highways an appropriation should be made for their maintenance."

THIS POWERFUL MOTOR FIRE-PUMP AND HOSE-WAGON COMBINED,

One of the exhibits at the Denver Convention of Fire Engineers, is driven by a 6-cylinder 5½ x 6½ engine of 72.6 horse-power with reciprocating duplex double-acting pump in front of radiator. Capacity 600 gallons per minute at 120 lbs. net pump pressure.

Jurisdiction over French highways was described by Mr. De Pulligini, Engineer in Chief of Bridges and Highways for the Government of France. M. Pulligini explained that roads in France are classified under National Roads, Departmental Roads, Main Traffic Roads, Roads of Common Interest, Ordinary Local Roads, Country Roads, and Streets. The first two classes are designated main roads. When the national roads are the property of the state their classification is vested in the state. When these roads are declared to be of public utility by decree of the Council of State they are established and maintained at the expense of the Federal treasury, being under direct control of the Minister of Public Works.

That millions of dollars are being wasted in this country for want of State legislation which will prohibit counties from issuing road-construction bonds without providing for a depreciation fund for road maintenance was the assertion of H. W. Anderson, of Virginia.

Contending that America's scenic attractions will never be given adequate emphasis until it is possible to reach all parts of the country comfortably by roads, Dr. Joseph Hyde Pratt, State Geologist of North Carolina, said that "one reason so many persons go abroad every year is that in Europe the governments spend so much for good roads that all or most all points of interest can be reached over excellent highways."

FIRE EXPERTS CONSIDER MOTOR-DRIVEN APPARATUS

No recent event has served to emphasize more strongly the rapid substitution of motor fire apparatus than the Fortieth Annual Convention of the International Association of Fire Engineers, held at Denver last month. Twenty pieces of fire-fighting equipment were exhibited. Each one of the twenty was motor-driven. Says *The Automobile:*

"Of the eleven papers read and discust at the meetings of the association, five dealt with motor-driven equipment, and none was more thoroughly discust or listened to with greater attention than those on the subject of motors in the fire-department service."

Fire-department heads from every important city in the United States, Canada, Panama, and the Philippines were in attendance. The consensus of opinion was that motor-driven apparatus far exceeds horses in points of speed, economy, and reliability under trying weather conditions, and that within the next few years all fire departments will be completely motorized. The same journal continues:

"A canvass of the 500 fire-chiefs gathered at Denver showed that practically every municipality of 10,000 inhabitants and over had one or more pieces of motor-driven equipment, and in some towns, notably Savannah, Ga., horses had been eliminated. Very few cities are there in which the chief's wagon is not a motor-car, and usually the complete motorization of the department is only a matter of time after the advantages of motors over horses are demonstrated by the chief's own vehicle.

"Discussion of the advantages of the motor-car over the horse-drawn wagon for the chief is hardly necessary. The foremost consideration is the speed with which it enables the head of the department to reach the scene of fire, have its seriousness gaged, his campaign planned, and be ready to give the necessary orders by the time the apparatus arrives. This is assuming that the motorization of the department has proceeded no farther than the chief's wagon. Where there are other pieces of motorized apparatus a motor-car for the man in command is an absolute necessity,

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otherwise he would be lagging so far behind his motor apparatus that his usefulness as a field-commander would be seriously impaired. As to the actual speed, except on the very shortest runs, motorization of the chief's conveyance cuts in half the time required to reach the scene of battle. And this may be taken as generally true, that wherever the horse has been replaced by the motor in fire-department service, the length of time to reach the fire from the station under average conditions is just about one-half of the time required for a similar piece of apparatus drawn by the four-legged tractor. What this means to a department at the early stages of fire when seconds mean thousands of dollars, or perhaps even human lives, needs no dilation here.

"This average figure of twice the speed for the motor apparatus to that obtained by horse-drawn equipment is only for runs of medium length. In very short runs there is slight advantage in the point of time for the motors, but when the length of run approaches one-half mile or more the motors gain more noticeably. In the case of very long runs the motors show the most superiority, for they can maintain speed for the entire distance, whereas the horse-driver must regulate his speed according to the distance. All in all, the advantage of the motor in the point of speed increases proportionately to the distance covered.

"Under average conditions of load, distance, streets, and traffic, horse-drawn equipment can make from ten to fifteen miles per hour, while the motor-driven equipment under corresponding conditions can average between twenty and thirty miles per hour.

"Figures for the cost of keeping a horse vary between $15 and $25 per month. Chief Kenlon, of New York, finds that the average cost to keep one horse one month in the fire-department service of that city is approximately $20. In this statement Chief Bawker, of Passaic, N. J., coincides, as do most of the others. Chief Kennedy, of Billings, Mont., finds that each horse costs him $17 per month; Chief Post, of Shelby, Ohio, puts the figure at $19. San Francisco, St. Louis, Chicago, Los Angeles, Cleveland, Cincinnati, Boston, Savannah, New Orleans, Montreal—in fact all of the larger cities—expend very close to $20 a month for each of their horses, so this figure can be taken as a good average.

"Cost of maintenance of motor apparatus shows a wide variation. A chemical and hose combination costs Shelby, Ohio, $2.60 per month for maintenance, including repairs, gasoline, oil, etc. The motor displaces two horses at $19 per month each or a total of $38 for the two. This represents a saving of $35.40 to the city per month, or over 90 per cent. T. F. Kennedy, chief of the Billings, Mont., department, finds that triple combination displacing three horses costs $10 per month. The horses cost $17 each or $51 total per month, a saving through the motor of $41, or better than 80 per cent.

"Savannah, Ga., a city of about 100,000 population, has effected a saving of $2,225.78 in five months by the use of its motor-driven equipment, according to Chief Ballantyne. This city is completely motorized. It has fourteen pieces, including two chief's cars. The pumps are all gasoline except three, which are motorized steamers and are held as reserves. Chief Ballantyne states that the motor-pumps save from three to four men, or rather make that many more available as fire-fighters in each company.

"Very naturally, one of the first developments in the way of the motorization of fire departments was the substitution of a gasoline tractor for horses, hitching the tractor to the same machine as the horses formerly pulled. This method of motorization has been successful, particularly with such heavy pieces as steam-pumps, aerial ladders, and water-towers. New York is perhaps the leader in this method of motorizing, altho some other towns are employing it. Passaic, N. J., is one of these and the chief of its fire department, R. H. Bawker, is authority for the statement that the cost of hauling the apparatus so equipped was one-tenth of the cost of hauling the same apparatus with horses. Chief Bawker states two tractors were purchased at the beginning of the year 1910 for pulling the hook-and-ladders. One is a 90-horse-power tractor which pulls an aerial truck having a 75-foot extension ladder and weighs 10 tons; the other is an 80-horse-power tractor pulling an ordinary city-size truck. During the year ending May 30, 1912, the two tractors averaged a cost of $8.85 per month, against the cost of $190.10 per month for horses on the same apparatus. These figures include gasoline, oil, and repairs of every description to the tractors, and the figures for the horses include feeding and shoeing, repairs to harness, and veterinary fees.

"Of even more importance than economy is the question of reliability. Chief Kenlon states that during the six months ending August 19 a motor-drawn steam fire-engine has answered upward of 500 calls, and in no case has it failed to reach the fire in most cases in better time than the horses. On the strength of this performance the city of New York has just let the contract for twenty-eight tractors. Sixty-one new companies are being organized fully motorized. Instead of stables the stations are garages.

"In illustrating the dependability of the tractors in the Passaic service, Chief Bawker stated that during the eighteen months in which they have been pulling the trucks there has not been a time when the alarm has sounded that there has been trouble in starting, and when started the tractors have always arrived at and returned from the fire without trouble or delay. There are some very steep hills in the city of Passaic, but the tractors make eight miles an hour on the steepest of them.

"In the winter season when snow and ice cover the streets it does not interfere to any extent with the operation of the tractors. In one instance, Chief Bawker states, it snowed continuously for twenty-four hours when an alarm was turned in from the hill section of the city. A speed of fifteen miles an hour was made through streets unbroken by traffic. The best horses could have done under similar circumstances would have been five miles per hour.

"With tractors doing so well, it is to be expected that apparatus in which the motor is on the same truck would do as well or better in snow and ice, for in the latter type the weight is on the driving-wheels, where it should be to give traction.

"According to George C. Hale, Fire and Water Commissioner of Kansas City, Mo., a motor-driven three-way combination got to a fire and handled it through twenty-six inches of snow when all the horse-drawn equipment became irretrievably stuck. With chains on all four wheels and the load helping to give traction, these motor-driven pieces can go through storms that horses can not face.

"For experiences in snow, one would imagine Calgary, Canada, to be the city offering the most rigorous conditions, but James A. Smart, chief of Calgary's fire department, says that the snowfall is not great but is very dry and often drifts to a depth of two or three feet. He has had in use for the past three winters a 40-horse-power squad-wagon, and during that period has never been tied up and never failed to reach a fire under any weather conditions. Under light flaky snow Chief Smart says he has seen 75 per cent. of the horses fail in attempting to reach a fire on asphalt pavement up a slight grade that the motors negotiated without difficulty.

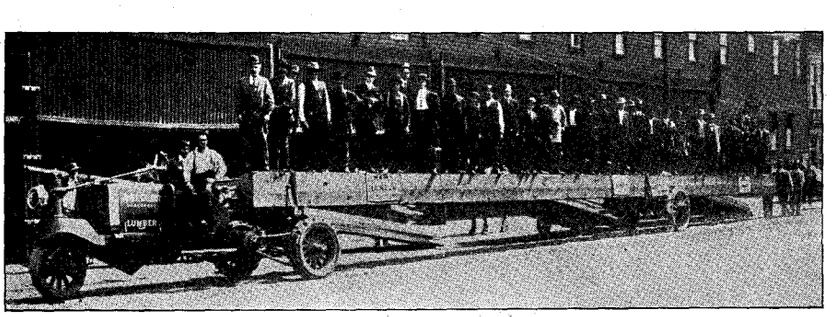
"There is not the unanimity of opinion in regard to the availability of the gasoline-motor as a pumping-engine that there is as to its advantages as a propelling unit.

"Chief Magee, of Dallas, Texas, allows but one man to look after his motor-pump and permits no one else to lift the hood. He cites one long stretch of work which proved the reliability of the motor-pump to his satisfaction. After getting the pump to the fire in record time the motor pumped water for three lines of hose for seventeen and one-half hours and for one line of hose for three hours longer. The operators of the Dallas motor-pumps number three to each pump and work on three shifts. One of these is called the chief engineer.

"Motor-pumps as distinguished from steamers have not yet proven their entire reliability to the complete satisfaction of many fire engineers, who hold that the gasoline-engine is the best method of getting the pump to the fire, the steamer is the better for doing the pumping. One of the reasons advanced by the adherents of the steamer as a pump in conjunction with the motor as the propeller is that it is asking too much of the gasoline-engine in its present state of imperfection to expect entire reliability for hours of steady work at top load after it has been pushed to get the pump there in the shortest possible time. Adherents of the motor-pump say that if the motor is looked after and operated by a competent man, and by that man alone, there need be no fear of premature exhaustion of the motor from overwork.

"Another objection against the motor-pumps is that with the present arrangements their exhaust gases can not be used to thaw out frozen hydrants, as is done with live steam from the boiler of the steamer. In answer to this, those who uphold the motor-pump say that when the hydrants are properly installed and looked after they will not freeze. Nevertheless, hydrants do freeze, and some means must be provided to thaw them out. Chief Kenlon urges the use of electricity in the same way as it is employed on water-pipes, and even suggests that the motor-pumps carry with them

(*Continued on page* 630)



TWO IMMENSE STICKS OF TIMBER,

Ninety feet long by twenty inches square, weighing ten tons, were hauled through the streets of San Francisco by this single motor tractor.

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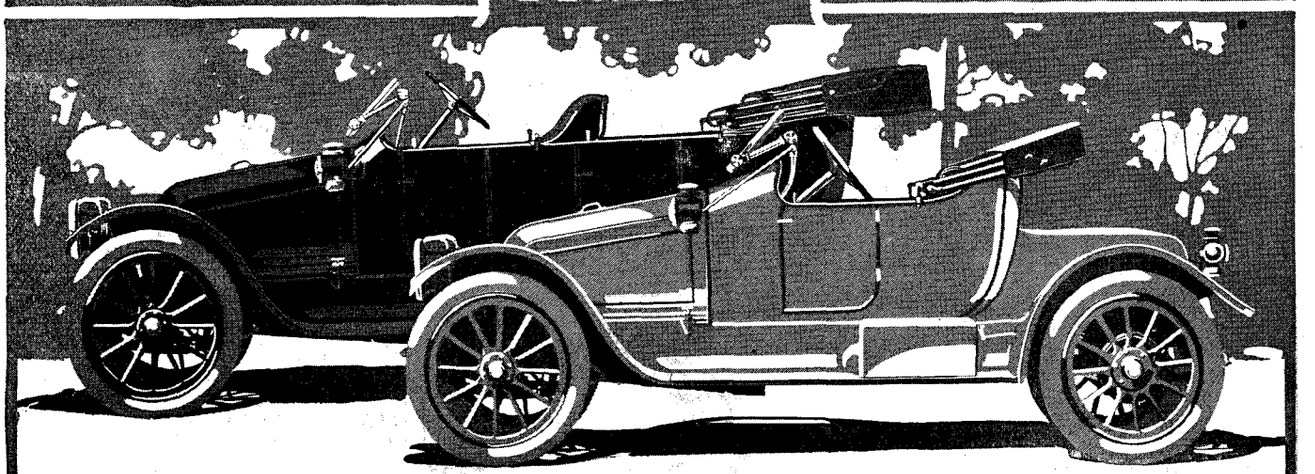
Franklin



Franklin "Little Six" "Thirty"

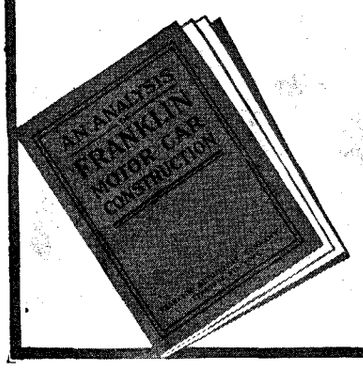
A full powered, light weight, small "Six" operated at low cost.

Silent, smooth running and flexible—the only six-cylinder "Thirty."

Built in two types — a five-passenger touring and a two-passenger Victoria-Phaeton. Price $2800.

Men accustomed to studying and analysing the causes of unusual efficiency in their affairs will be interested in knowing why Franklin motor cars (1) use less gasoline, averaging 20% to 35% more mileage per gallon; (2) use less oil averaging 400 miles per gallon, without smoke; (3) use fewer tires, averaging 8000 to 10,000 miles per set, the 1911 record; (4) travel faster in the long run, owners thinking little of making 250, 300 or even 350 miles and more per day, without fatigue; (5) ride easier, bowling along so smoothly and comfortably, without jolt or jar, that driver and occupants are unconscious that they are steadily traveling 30, 35 and 40 miles per hour; (6) and wear longer than other cars, depreciation being much less, due to the intelligent, scientific use of carefully selected materials.

There are sound technical reasons for each of these facts; They are clearly defined, in an interesting, concise style, in a booklet, entitled, "An Analysis of Franklin Motor Car Construction," recently issued by our engineers.



A copy will gladly be mailed on request to any one seriously thinking of buying a car. Of course, requesting this booklet does not obligate you in any way, nor entail listening to the all-too-common, follow-up solicitation, but we would appreciate your writing on your business stationery and signing your official title. *Kindly address Dept. L.*

FRANKLIN AUTOMOBILE COMPANY

SYRACUSE NEW YORK

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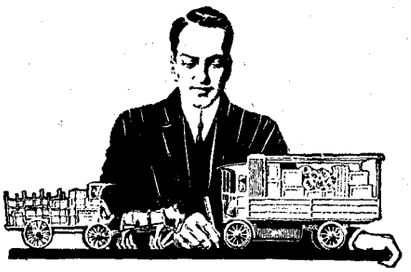


Why Feed Your Profits to Your Horses?

Sit down and figure

it out. Your horse delivery system is an ***unnecessary*** drain on your gross income. Horseflesh is not only costly in itself, but any horse-delivery system will ***eat its own head off.*** Wouldn't you rather have a more efficient, more dependable, more economical delivery service?

Electric Commercial Vehicles are 100% faster than horses

Electric haulage is 10% to 25% cheaper than horse delivery. These facts can be proved by actual figures from your own books.

The average life

of a horse, pulling heavy loads over city streets, is four years. Electric Commercial Vehicles are durable—a fleet of ten 5-ton Electric trucks, installed ***eight*** years ago, is still in use and giving excellent service.

Electric Commercial Vehicles will work for you every day in the year—in summer's sun and winter's snow.

There is no worry—less work and less stable space are required. Any of your teamsters can quickly learn to operate an Electric efficiently.

Electric Commercial Vehicles widen your area of delivery, and their distinctively up-to-date appearance has immense advertising value which costs you nothing.

Interesting literature about Electric Commercial Vehicles sent gladly. Write today.

Public interest and private advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION (9) OF AMERICA
124 West 42nd Street
BOSTON NEW YORK CHICAGO

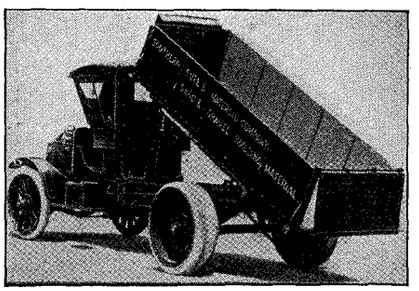
MOTOR-TRUCKS AND CARS

(*Continued from page* 628)

an arrangement of some sort for utilizing the power lines and lighting mains. Chief Ringer, of Minneapolis, states that alcohol in the quantity of about a pint thaws the hydrants in a short time."

AUTUMN CARE OF THE CAR

"The autumn months are always trying to the paint and finish and upholstery of the car," says *The Automobile.* "High winds, driving rains, muddy highways, and abnormal road and weather conditions generally all conspire to viciously attack



From "Motor World."

A 5-TON DUMPING TRUCK.

everything that makes the car beautiful. Decaying organic and other matter found in country and village highways, mixt with the manifold soils, are particularly destructive to varnish. Moreover, the car is more frequently and at longer periods exposed to beating storms, which exposure is harsh and unrelenting and blighting to the finish. These same untoward conditions are likewise detrimental to the upholstery, affecting its wear and color and general appearance.

"No hard-and-fast rules need be written down to govern the care of the car during this period of weather extremes. Local conditions and circumstances must naturally to a certain extent be considered. However, this one general rule will apply to all classes of cars and to all sections of country, namely, frequent washing of the car with water robbed of its chill. At all events, wash the car immediately after a drive over muddy or wet streets and highways. Wet dust or mud are powerful absorbents, and acting on recently applied varnish or upon varnish in the full flower of its luster will nip the gloss beyond any remedy other than revarnishing.

"During the cold, moist days of autumn the car should have storage in quarters with sufficient prevailing warmth to dispel moisture. Moisture in any form except that applied through the process of washing is to a greater or less extent injurious to the finish or to the color under the protection of the finish. Moisture is a subtle medium, and it penetrates spaces often deemed impervious. When gaining a foot-hold under a body of paint its progress is certain, and the undoing of the finish is sure. It may not undermine the paint structure in a day or a night, and possibly not in months, but once seated it works persistently and with the certainty of fate. Garages and repositories are often inadequately heated during the cold months of the year. This is a bad practise, and to the car-owner an expensive one. Other things being equal, the varnish will wear longer and maintain its luster more uniformly when given storage quarters uniformly warmed.

"The top should at this period of the year receive constant attention, for now are the days of hard usage with days of improper storage. If, when exposed to stormy weather during road service, it is folded up immediately upon its return to storage quarters without drying off and without the necessary cleaning operations, the top is sure to become very soon the shabbiest-looking part of the car.

"Into a twelve-quart pailful of tepid water whip enough Castile soap to create suds, and with a soft sponge clean off the accumulations and freshen up the enamel. This, in fact, is about all the treatment that the hand-buffed or the machine-buffed leather top should receive at any time so long as the enamel continues in good condition. Dry off the leather with a chamois skin. If the top is made of rubber, wash with the same weak soap solution, dry off, and, when the wear of the rubber has progressed sufficiently, apply a good, reliable dressing, preferably one bought ready for use.

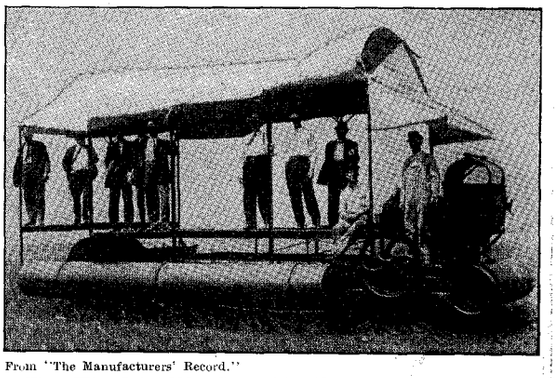
"If choice is made of a shop-prepared dressing, the following formula provides for a thoroughly reliable one: Of liquid asphaltum, one part; castor oil, three parts. Stir into the mass a bit of drop black to soften and increase the density of the color. Rub this on the top with a tuft of clean waste. Mohair tops will require a smart going over with a whisk-broom. Pantasote may be sponged off and given a rub with some renovating medium to freshen the finish and keep it in presentable condition.

"Ultimately, of course, the Pantasote will require something more substantial than a mere renovating, and when this stage of wear is reached a thin coat of finishing varnish, fully elastic and thinned with turpentine, should be brushed on.

"As a matter of general information for the car owner, it should be stated that all top-dressings, renovators, and the like should be put on sparingly. A thin, uniform application is more beneficial, invariably, than a heavy volume of material. All cloth linings for the top should get a systematic brushing out, and the leather furnishings likewise require attention. Clean white cotton-waste will take up dust and dirt from the leather upholstery. To clean the parts around buttons and tufting, an oval chiseled sash tool, such as painters use in washing up work for varnishing, will be found effective. Carpets and other removable furnishings need to be taken out of the car often and put under the vacuum cleaner. Indeed, the vacuum cleaner under the right adjustment can be put inside the car and made to take out every atom of loose dust and dirt.

"A car in constant use, and particularly during late summer and autumn, soon be-

(*Continued on page* 632)



From "The Manufacturers' Record."

THIS UNUSUAL MOTOR-SUPPLY TRUCK IS USED IN SURVEYING THE EVERGLADES OF FLORIDA.

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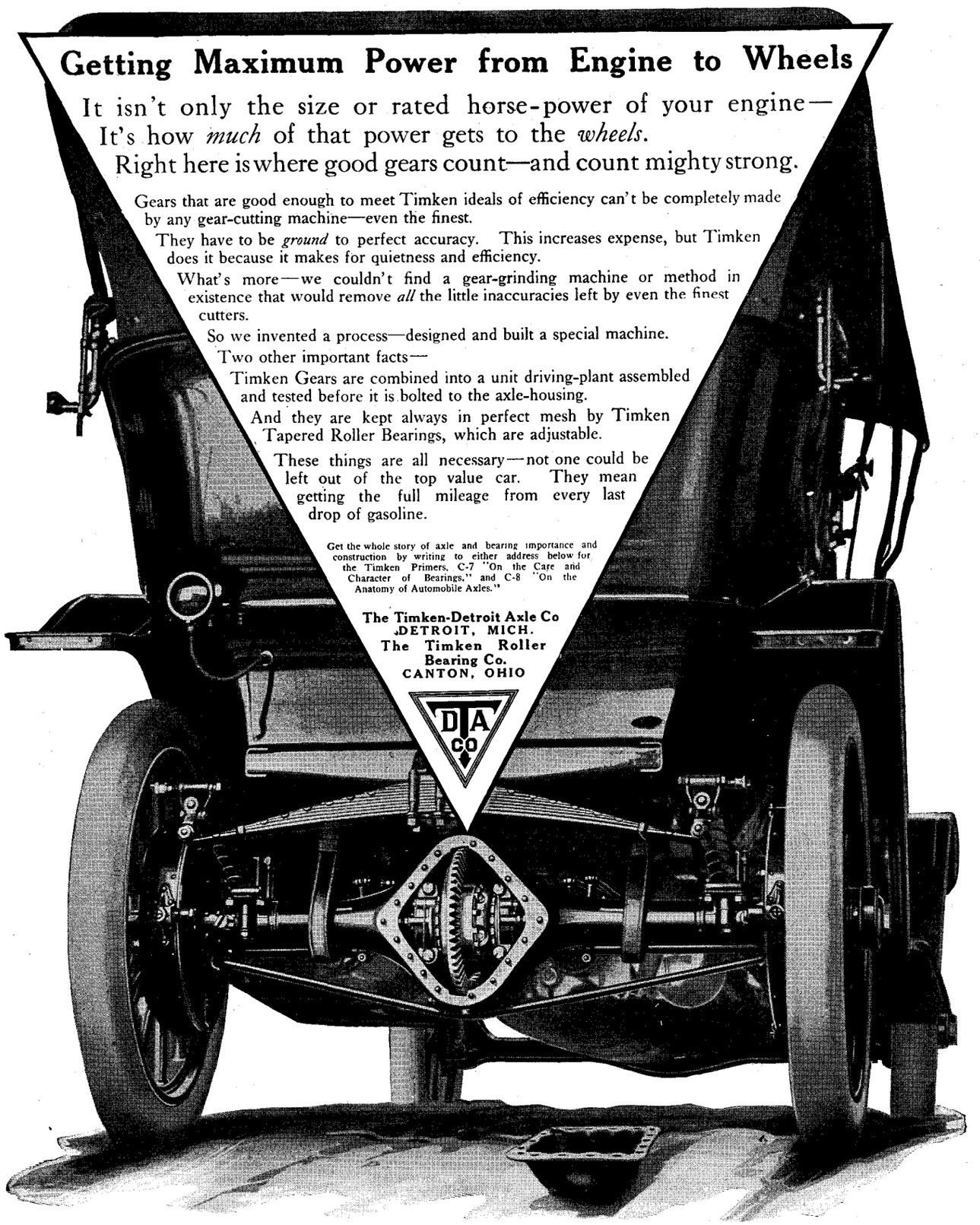
TIMKEN
AXLES & BEARINGS



Getting Maximum Power from Engine to Wheels

It isn't only the size or rated horse-power of your engine—
It's how *much* of that power gets to the *wheels*.
Right here is where good gears count—and count mighty strong.

Gears that are good enough to meet Timken ideals of efficiency can't be completely made by any gear-cutting machine—even the finest.

They have to be *ground* to perfect accuracy. This increases expense, but Timken does it because it makes for quietness and efficiency.

What's more—we couldn't find a gear-grinding machine or method in existence that would remove *all* the little inaccuracies left by even the finest cutters.

So we invented a process—designed and built a special machine.

Two other important facts—

Timken Gears are combined into a unit driving-plant assembled and tested before it is bolted to the axle-housing.

And they are kept always in perfect mesh by Timken Tapered Roller Bearings, which are adjustable.

These things are all necessary—not one could be left out of the top value car. They mean getting the full mileage from every last drop of gasoline.

Get the whole story of axle and bearing importance and construction by writing to either address below for the Timken Primers, C-7 "On the Care and Character of Bearings," and C-8 "On the Anatomy of Automobile Axles."

The Timken-Detroit Axle Co
DETROIT, MICH.
The Timken Roller Bearing Co.
CANTON, OHIO

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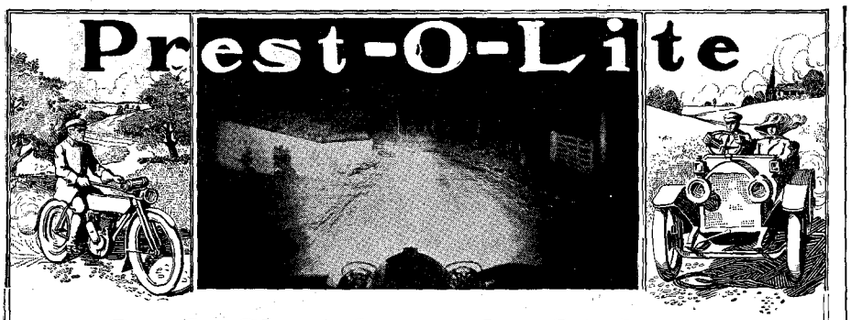


Look Sharply at the Lighting Equipment of your New Car

If the price of the car you buy includes lighting equipment, remember you are not getting it free—you're paying for it.

So you have a right to insist that you shall have *real lighting equipment*, and not a make-shift.

Generators are very cheap and are therefore furnished as "lighting equipment" by some car manufacturers.

Thousands upon thousands of these devices that "come with the car" have been thrown away in disgust.

Before you buy the car, INSIST that the generator be taken off and that a Prest-O-Lite Tank be put on instead.

Any experienced motorist will tell you that Prest-O-Lite ready-to-use gas costs no more—usually costs less—than the carbide a generator consumes.

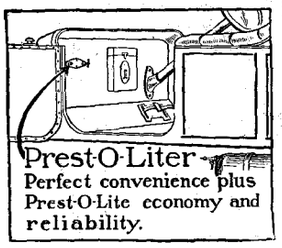
The difference in cleanliness, convenience, reliability and brilliancy of light is your clear gain when you INSIST upon Prest-O-Lite.

On any car, high-priced or low-priced, Prest-O-Lite is the economical, DEPENDABLE lighting system. Has no complications, no delicate parts and no costly repairs that can only be made by factory experts.

All the attention Prest-O-Lite needs is the exchanging of the tank, when empty for a full one, and this can be had immediately from any dealer.

Light Your Gas Lamps From the Seat

By equipping your car with the Prest-O-Liter, you can light, lower or extinguish your headlights—or all your lights, if you wish—without leaving the seat. This gives you, at small cost, all the conveniences of the most expensive lighting systems, without sacrificing the economy and reliability which only Prest-O-Lite affords. The gas is controlled on the dash, and the flame in the lamp is automatically prevented from rising too high. New dash or tail lamps are not needed—oil lamps are easily converted.



Don't Let Anyone Cheat You With An Imitation

The genuine Prest-O-Lite Tank when empty can be immediately exchanged for a full one. ANYWHERE and ALWAYS. Imitations cannot.

The dealer who slips on a counterfeit in exchange for your Prest-O-Lite Tank gets the best of you. Don't let him! Watch it!

We will not be responsible for short measure or poor gas in tanks not filled by us. Protect yourself by looking for our label.

If you have any trouble in realizing the perfect satisfaction we aim to give, write us.

THE PREST-O-LITE CO., Indianapolis, Ind.

Branch offices and service stations in all Principal Cities. Charging plants in all parts of the country. Extensive foreign service. **Exchange Agencies Everywhere**

FREE Instruction Book on

LOOSE LEAF SYSTEMS

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This trade mark on a store window indicates a Moore Agency. There are over 1000 of them in the United States.

Step in and become familiar with

MOORE'S MODERN METHODS

the Money and Time Saving Methods of Bookkeeping. Now in use by 70,000 progressive business houses. Can be adapted to any business—large or small—and also professional or individual use.

If you do not know the Moore Dealer in your town, write us **now** for his name and our Free Books covering the entire subject of Loose Leaf Record Keeping. They contain 200 pages of information, illustrating and describing 40 different Record Forms,

We shall be pleased to outline a system for your business upon request.

Loose Leaf Binders, Special Accounting Sheets of all kinds, Bound Blank Books and Printing made to order.

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Take Them Traveling in Their Easy Chairs

You can help old and young to enjoy the delights and instruction of travel without leaving home comforts, if you have your photographic negatives made into lantern slides for the Balopticon. Or you can use ordinary lantern slides, of which there are thousands to choose from. The home circle or a large gathering can while away a winter evening—tour North, South, East and West—with a

Bausch and Lomb Balopticon

Every detail of a picture will show up *clear* and *sharp* in our Model C. It is *simple* to operate—built to *last a lifetime*. And it can be arranged to project photos, post cards, etc., in the original colors. It is not a toy, but constructed on strictly scientific lines.

Price of Model C Balopticon only $25. Opaque Attachment, $30

Send for Free Circular 83 D today and learn more about the Balopticon and its possibilities.

Bausch & Lomb Optical Co.

NEW YORK WASHINGTON CHICAGO SAN FRANCISCO
LONDON **ROCHESTER, N.Y.** FRANKFORT

MOTOR-TRUCKS AND CARS

(*Continued from page 630*)

comes insanitary if left without regular cleaning work for the inside. With all dirt there is mixt more or less decaying matter, and to make the car clean and wholesome this should be taken out at the end of every run.

"A good practise for removing dust from the outside of the body after a run is to go over the surface with a wool duster. For anything that sticks closer than dust resort must be had to the water-bath; and in any event this water-bath, as already advised, should be often and generously given. With emphasis it needs repeating that under no circumstances, except those which for the present can not possibly be surmounted, should mud be permitted to dry upon the finish of the car. When, unfortunately, this happens, a soft spray of water will loosen the earthy substance, and then under a gentle volume of water the surface will come forth clean and bright. Always dry the washed surface off with a clean, lint-free chamois-skin.

"During the autumn months the surface, shorn of its high luster and perhaps a little parched from summer wear, will need and should receive the renewing effect of a first-class varnish polish and feeder. What the car owner requires of a varnish cleaner and polisher is that it is positively non-injurious to the finish.

"Previous to using any cleaner and polisher the surface, if muddy or overcast with dirty accumulations, should be washed off with clean water.

"The same practise applies to the chassis except that, after rinsing off the mud and dust from these parts, they should be coated over with kerosene oil, using a paint brush—a 6-0 oval bristle brush will serve the purpose completely—and then wiped dry with soft, clean waste. This sort of preliminary treatment will ordinarily suffice to clean up the chassis in good shape for the cleaner."

MOTOR-TRUCK STATISTICS

Statistics have been just completed showing the number of commercial motor vehicles in use in the various States in 1912. These figures were compiled by *The Commercial Vehicle* from three chief sources of information—production reported by manufacturers, State and city registrations, and reports of special investigators. Following is the geographical distribution:

State.	Com. Cars.	State.	Com. Cars.
New York	7,898	Kansas	120
Penna	2,664	Virginia	100
Illinois	2,551	N. Carolina	96
California	2,198	S. Dakota	96
Mass	2,045	Florida	83
Ohio	1,171	Maine	78
Michigan	1,146	Delaware	78
New Jersey	1,080	Tennessee	78
Indiana	970	S. Carolina	54
Minnesota	970	Arkansas	51
Missouri	832	Alabama	48
Iowa	730	N. Hampshire	48
Wisconsin	580	N. Dakota	46
Oregon	526	Louisiana	44
Connecticut	519	Oklahoma	42
Rhode Island	410	Mississippi	36
Texas	382	Montana	34
Maryland	371	Vermont	34
Colorado	239	West Virginia	32
Nebraska	220	New Mexico	29
Dist. Columbia	218	Wyoming	28
Utah	181	Nevada	26
Washington	170	Idaho	22
Georgia	155	Arizona	21
Kentucky	146		

These figures show a total of nearly 30,000 commercial vehicles in use up to approximately March 1 last, and are believed to be the most accurate figures available showing the distribution of trucks by States

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HOW TO LOCATE GAS-LEAKS

"Fifty per cent. of gas-tank users carelessly throw away a considerable portion of the money they spend on their light-supply through the use of leaky pipe-lines," says *The Horseless Age*.

"Leaking pipe-lines are a frequent but perfectly needless source of waste, and the trouble lies almost always in the carelessness of the user. Complaints of short measure and excessive gas consumption are always traceable to leaks.

"The peculiar feature of this is that if the owner will spend but a few moments in testing the tubing from the tank to the lamp the waste will be eliminated, and in many cases the life of each tank of gas will be doubled. The president of a leading manufactory of gas-tanks for motor-cars gives the following directions by which any motor-car owner can easily test his gas-tank pipe-lines:

"First, disconnect the rubber tubing at the lamps and pinch or clamp the ends tightly. Go over every inch of the rubber and brass tubing, and cover each connection with heavy soapsuds, seeing that every portion is thoroughly covered with it. Then turn on the gas. A leak at any place will be shown at once by the formation of a bubble.

"If it is formed at a connection this should be tightened at once. If the bubble appears on any portion of the tubing (either rubber or brass) the tubing should be replaced or repaired. Rubber is a very treacherous substance, and hardens and cracks very easily after exposure to air, heat, and sunshine.

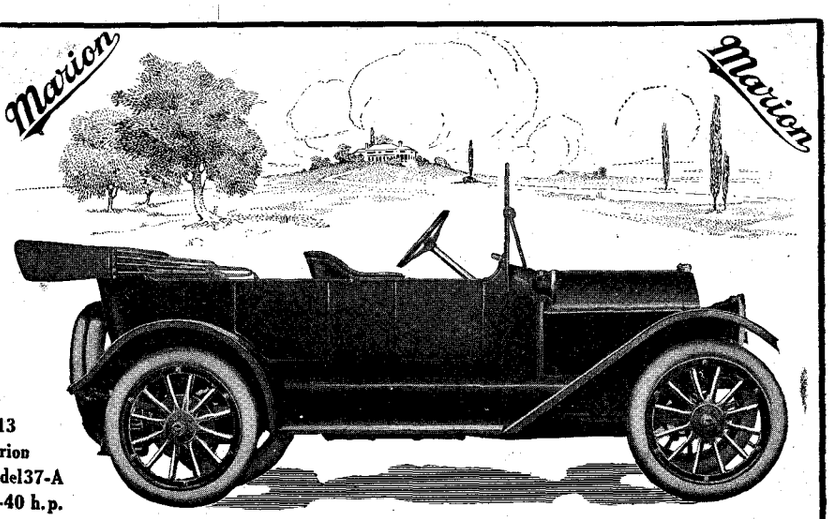
"The places where the rubber is joined to the brass tubing should be watched carefully, as they are prolific sources of leaks. Wherever the brass tubing is run through the frame or mud-apron it should be protected from wear. Very often leaks are found at such spots. The rubber tubing, however, is the worst offender, and a few cents spent in putting in new rubber connections will often pay for itself many times over in gas saved. When all of the tubing and joints have been tested and connected to the lamps the lamps themselves should be tried for leaks. Put soapsuds around the base of the tip, on the stem which holds the tip, and on the rubber-tube joint at the lamps. Then turn on the gas and light the lamps. If bubbles appear at the joint in the stem inside the lamp this stem should be unscrewed and the threads covered with white lead."

OCEAN-TO-OCEAN MOTOR HIGHWAYS

It is not improbable that within the next few years two ocean-to-ocean highways will span the North American continent. One of these great roads is designed to traverse the Dominion of Canada; the other is planned to cross the United States. The Canadian road is being fostered by the Canadian Highway Association; the American by the Ocean to Ocean Highway Association.

The two termini selected for the northern highway are Halifax on the east and the little town of Alberni on the western shore of Vancouver Island on the west. While the route of the American transcontinental artery has not been yet fixt definitely, it is proposed tentatively that it shall start at New York and pass through New Jersey, Delaware, Pennsylvania, West Virginia, Ohio, Illinois, Indiana, Missouri, Kansas, Colorado, New Mexico, Arizona, and California, terminating on the Pacific end at San Francisco.

(*Continued on page* 636)



1913 Marion Model 37-A 30-40 h.p.

COMPLETELY EQUIPPED—$1475

Disco Self Starter
Prest-O-Lite Tank
Warner Speedometer
Nickel-plated Trimmings
Concealed Tool Boxes
Deep Upholstering
Center Control
Dynamo Electric Lighting System
80-Hour Storage Battery
Q. D. Demountable Rims
Ventilating Plate Glass Windshield
Mohair Top, Boot, Storm Curtains
Brewster Green or Deep Wine Color
Tire Irons, Tools, Tire Kit

Behind The Marion Are Men Who Have Done Big Things

THEY have contributed largely—yes very largely—to the successful building of eleven big strong automobile companies. Today the earmarks of their energy and ability are conspicuous in many of America's most noted cars.

They have now pinned their faith to the Marion, have banded together in the greatly expanded Marion Company, determined to make the Marion 37-A the greatest motor car value of the year. The Marion organization is genuinely co-operative. Every executive is a partner, drawing only a living salary. In other words, every one of them is staking his name, time, experience, brains and *reputation* upon the definite success of this car.

Moreover, they are winning. In fact, they have won. Their car is here! You can see for yourself what wonderful results have come from the united efforts of such a body of real workers.

This car shows for itself. Look at it. Measure it. Feel of it. Ride in it. You will find that its every line, its tone and refinement, reflect the genius of an able engineer. Its workmanship and finish prove the builders' wonderful attention to detail.

The high quality of materials, the generous proportions of the car as a whole—and the price—indicate the policy of a company building for the future as well as for today, and determined to give its patrons the fullest measure of real value.

You can boast of owning a Marion. Park it beside cars of the highest price and you will be proud of it. Quality is apparent in every line. In completeness of equipment, grace and dignity, beauty of finish, and strength and durability, it is a car which justifies our every promise to you.

It is a large five-passenger car with luxurious upholstering. Lots of width, lots of breadth. You have the option of rich brewster green or deep wine color—either is exclusive. Long wheel base and springs of flexible imported steel make it a car with exceptional riding qualities.

Of its mechanical construction you need have no concern. It has been simplified and refined through ten years of manufacturing. Its standardization is self-evident. Its superiority is proven by the fact that Marion owners are always touring.

For those who want a larger and more powerful car we build the Marion 48-A—$1850—fully equipped. For the "speedy boys" we have the famous Marion "bob-cat," a mile-a-minute roadster—$1425—fully equipped.

We can not begin to enumerate here all the points you will note and instantly like about the 1913 Marion line. Let us send you illustrated literature in regard to these cars, giving their full detailed specifications. Write to us today.

To automobile dealers we offer the fairest sales agreement ever written. Ask us about territory.

THE MARION MOTOR CAR COMPANY

916 OLIVER AVENUE : INDIANAPOLIS, INDIANA

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ELECTRONIC REPRODUCTION PROHIBITED

No-Rim-Cut Tires—10% Oversiz

Ways That Won

Some two dozen makers started out to build tires.

Perhaps half of these makers did their level best. Each sought the leading place.

The verdict was left to the hundreds of thousands who buy automobile tires. And they judged solely by the service, by lack of trouble, by the cost per mile.

That verdict, after 13 years, favors Goodyear tires. They now outsell all others.

They are used, perhaps, on 250,000 c Their present sale is 100,000 monthly.

Their sale today is 12 times larger than t years ago. Which shows how overwhelmin the final choice.

Every tire user—every man in business—wish to know what won this war of giants.

Here we tell you—read it.

The Goodyear Business Code

Getting Able Men

The one thing certain is that motorists can't long be fooled on tires.

Tires are too important.

In the long run, none but the best tires can hope for leading place. And the way to build the best tire is to get the ablest men.

So we started a system for getting and developing men of unusual calibre.

Part of that system, still in use, is to send men yearly to great technical schools to pick the most promising graduates. We are great believers in young men.

Thus we gathered here, in the course of years, an army of expert tire men. And their futures and fortunes depend solely on perfecting Goodyear tires.

Active Rivalry

To get from these men the very best that was in them, we created rivalry.

We arranged to test, by metered mileage, every promising idea and suggestion.

We have compared in this way some 240 formulas and fabrics. Methods of making, of wrapping, of vulcanizing, were all submitted to this mileage test.

Any old idea was promptly discarded when a new one proved the better. Then the new was discarded for something better still.

This ceaseless advancement, continued 13 years, has made Goodyear tires as you know them now. They are pretty close to finality.

The Winners We Made Partners

The leading places in our fa went to the men who won. those men also came to share profits.

In our factory building tires are now 49 stockholders, who helped to acquire their stock.

And those 49 partners are w ing the factors which make want Goodyear tires.

Insuring a Square Deal

Free Competition

We stand in the tire business for free competition. To this end we maintain the most complete independence.

We have no alliances, no agreements with competitors. We shall never consolidate with them.

Free competition puts men on their mettle. It forces fair prices. It compels a square deal.

Under free competition, the best tire will win. And that's the result we are after.

No Monopoly

We have invented and patented features and machines which might, if we wished, give us enormous advantage.

One machine on which we hold patents, for instance, enables one man to do the work of ten. It also insures perfect wrapping.

Another patented feature controls the only way to make a satisfactory tire which doesn't hook to the rim.

But all of our patents are licensed to others, and all who will may use them.

Thus we avoid even patent monopoly, which is considered the due of inventors.

Only $10,000,000 Capital

This is the world's largest tire business, and our sales this year will exceed $25,000,000

Yet all of this business is being done on a capital of $10,000,000, every dollar of which represents actual assets. Our patents and good-will are, on our books, valued at $1.

Users of our tires are not asked to pay dividends on any fictitious capital.

Profit, 8½ Per Cent

This condition permits us to cut our profits down to the lowest margin. Our profit last year on No-Rim-Cut tires averaged 8½ per cent.

Our cost is cut by labor-saving machinery, by enormous output, by modern equipment. So, when we add to that cost 8½ per cent profit, it means the greatest value can ever give in tires.

The Men You Mc Are Partners

Our branch managers, by ou are partners in our profits. S 33 men in our office, dealing men who buy tires.

Thus the men who render year service share the Goo profits. We know of no better to insure you the service whic intend.

Ninety per cent of the Goo common stock is owned by the who are doing most to add to tires' popularity.

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ELECTRONIC REPRODUCTION PROHIBITED

No-Rim-Cut Tires—10% Oversize

Saving Half the Ruin

Savings That You Can See

Next these men of ours perfected tire which can't be rim-cut.

It's a new-type tire—a hookless e. There are six flat bands of 126 aided wires vulcanized into the e of it.

Your removable rim flanges, when u use this tire, are set to curve tward rather then inward. For ou don't need to hook these patent es to the rim.

When these tires are wholly or partly deflated they rest on a rounded edge. Rim-cutting is simply impossible.

These No-Rim-Cut tires, to avoid overloading, are made 10 per cent over the rated size.

See For Yourself

These are visible advantages. One glance will prove them to you.

Quality is something which you can't see. Time alone can tell it. And time has told it about Goodyear tires.

But you can see that No-Rim-Cut tires end this sort of damage forever.

And you can see the extra air capacity. We call it 10 per cent. But actual comparison with six makes of clinchers proves the average oversize to be 16.7 per cent.

23 + 25 Per Cent

Statistics show that rim-cutting occurs on 23 per cent of all old-type tires. And rim-cut ruin cannot be repaired.

It has never occurred, and can never occur, on a No-Rim-Cut tire.

So rim-cut prevention means an average saving of 23 per cent.

Tire experts agree that each 5 per cent added capacity adds 15 per cent to the tire mileage. So it is safe to say that 10 per cent oversize adds 25 per cent to the tire mileage.

These two savings together mean 48 per cent. That is what they will average. And that means to cut tire bills in two.

No-Rim-Cut tires are saving to motorists, in all probability, a million dollars monthly.

Over 1,500,000 Sold

543,000 in the Past Six Months

Last March we announced that a illion Goodyear automobile tires d then gone into use. That was ter 12 years of tire making.

Now, six months later, the sales ceed a million and a half.

The last six months' demand has en half as large as for all the 12 ars preceding.

That clearly shows what motor r owners are saying about these res.

Nothing Like It

In all the history of Motordom ere has been nothing comparable with this rush of demand to No-Rim-Cut tires.

Our sales have doubled six times in three years. They are doubling now once in eight months.

For the 1912 season, 127 motor car makers contracted for Goodyear tires. And they equipped with these tires, during that season, over 100,000 new cars.

All the figures available indicate now that one-third of all cars running now use these premier tires.

A 6-Mile Factory

Our factory additions for the year 1912 will equal 13 acres of floor space.

When they are completed they will give us a total of 1,600,000 square feet.

Were the factory 50 feet wide and one story high, it would be more than six miles long.

This factory runs constantly, with three shifts of men, 24 hours a day. Its output now exceeds 100,000 tires monthly, and will soon be increased to 6,000 tires a day.

Our whole year's output in 1909 was scarcely more than one month's output now.

All Due to These Matchless Tires

All this is due to building tires which have never been excelled.

It is due to policies which every man approves.

It is due to small profit, to oversize tires, and to tires that can't be rim-cut.

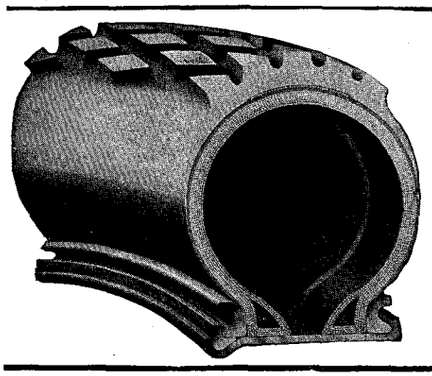
Thus we have won some quarter-million men to the use of Goodyear tires. And those men are winning others.

Ask one of these men what No-Rim-Cut tires have done for his tire upkeep.

Or go to some Goodyear dealer and see them. Judge for yourself the advantage.

When you do that you will ever after insist on the Goodyear No-Rim-Cut tires.

The Goodyear Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.



GOODYEAR
AKRON, OHIO

No-Rim-Cut Tires

With or Without Non-Skid Treads

The tire shown here is a No-Rim-Cut tire with the Goodyear Non-Skid tread. This is a double-thick tread, made of very tough rubber The blocks are deep-cut, and are immensely enduring. They present to the road surface countless edges and angles. They are wide at the base, so the strain is distributed, just as with smooth-tread tires. These are the best winter tires, the most effective Non-Skids which have ever been invented. They grasp the road with a bull-dog grip.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Branches and Agencies in 103 Principal Cities
More Service Stations Than Any Other Tire

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits
Main Canadian Office, Toronto, Ont.—Canadian Factory, Bowmanville, Ont.

(820)

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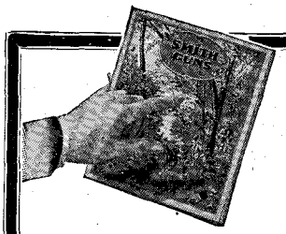

You Want This Valuable Book

YOU want to be right up to the minute on all shot gun inventions and improvements.

You want to know about the new *One-Trigger*, the first single-trigger invention to prove a big and absolute success—proved unmistakably by recently *breaking the World's Record* on double Targets.

You want to know the working of the new *One-Screw Access*, which enables the gun owner to take his lock apart himself, when he wants to clean and oil it.

You want to know about the new *Rotary Bolt*, which does away completely with that great gun fault—"shooting loose."

In other words, you want to be more or less of a *gun expert*.

The new Book of Smith Guns gives you the newest, most valuable information on shot guns that can be gotten out of any one book. As well as the subjects mentioned above, there are chapters and tables on such subjects as "Nitro Powder Loads," "Measuring Guns," etc. And there are handsome colored plates of fine guns ranging in price from $25 net to $1500 list.

The features referred to above are only a few of the exclusive advantages the Smith Gun has over all other shot guns. This Book of Smith Guns will show you how "6 Times 22 Years' Experience"—six gun experts' twenty-two years of keenest *concentration of purpose* to eliminate shot gun failings—has produced the gun with "No Shortcomings."

SEND FOR THIS BOOK TODAY

It is *free* to every lover of sport. Don't miss reading it. All you have to do is to send us your address on a post card.

If you are really, seriously fond of firearms and good shooting you'll mail this post card today—now—before you have a chance to forget it.

L. C. SMITH GUNS

"6 Times 22 Years' Experience"

HUNTER ARMS CO., 83 Hubbard St., Fulton, N. Y.

6%

COUPON CERTIFICATES

PAYABLE ON DEMAND AT ANY TIME

THESE certificates are issued in even multiples of $100.00.

They bear interest at the rate of **6 per cent**, payable semi-annually from the date of issue.

They also participate in an additional dividend at the end of each five years.

They have netted not less than 7 per cent for twenty-two years.

They are amply secured by first mortgages on homes. Part of the principal and the interest being paid back to us each month.

We are the oldest savings Association in this state, and many of the best business men in this country are placing their savings with us.

There is no cleaner or safer investment.

Send for booklet.

$5.00 saved monthly. $1,000 at maturity.

INDUSTRIAL BUILDING AND LOAN ASSOCIATION

22 JACOBSON BUILDING, DENVER, COLO.

MOTOR-TRUCKS AND CARS

(*Continued from page* 633)

With appropriate ceremony the western-most sign-post of the Canadian road was planted at Alberni last May. The Dominion association will not undertake the actual construction of the road itself, as the cost would be prohibitive. The association is working with energy, however, toward enlisting the cooperation of all the districts, municipalities, and provinces crossed.

The American cross-country highway owes its inception to prominent motor-car and motor-accessory manufacturers. These men purpose raising more than $10,000,000 from the motor industry, this entire sum to be used in the purchase and delivery of crusht rock. Many subscriptions have been already received. Plans for the road are thus described by *Motor Age:*

"The building of the road will be left to the county and State authorities, with whom the contracts will be made to complete the work within a certain time and according to certain instructions before the materials are turned over to them. The States and counties will sign contracts to build the roads under government inspection.

"The plan to raise the $10,000,000 from the motor industry is one of the most practical and rational yet suggested in the good-roads field. This sum has to be raised by January 1, 1913, a little over three months. The plan is to collect from every motor-car maker, from every accessory maker, from every car-dealer, and from owners. With the manufacturers and dealers the plan is to collect a third of 1 per cent. each year for three years, this amount to be taken from the gross receipts of the company, which will provide a fund much in advance of $10,000,000. Cash or notes will not be collected, but donation slips issued, which slips will be turned over to a bond company to hold until the permanent organization which will care for the purchasing and delivering of the material is organized.

"In order that every subscriber to the fund will be protected, no construction of any nature will be started until the entire subscription has been guaranteed, and if, for any reason, the plan should fail, all moneys will be returned to those having made payment, with interest at 3 per cent. By having the required amount guaranteed by 1913 it will be possible to complete the work by 1915, so that the road may be used by motorists attending the Panama-Pacific Exhibition, which opens in San Francisco in the spring of 1915.

"Instead of getting all of the financial assistance from the manufacturers and dealers, the plan includes the cooperation of all car-owners in the country. This is possible by three classes of membership, one a $5 class, another a $100 class, and a third a $1,000 class. Radiator emblems of different types will be issued to each member according to his class, and special wall or window medals issued to all dealers who contribute a total of 1 per cent. of their gross receipts to the fund in three years.

"All moneys collected or subscribed for the road will be used in the actual purchase of material, which is purchased on a price which covers delivery, at the railroad siding where needed. Prices for material range from 90 cents to $2 per cubic yard, depending on the distance the material has to be hauled. A conception of the amount of rock required for such a highway can be gained from the fact that a roadway nine feet wide and with rock twelve inches deep costs $1,750 a mile for material.

"Altho by route it is 3,300 miles from ocean to ocean, little more than 2,200 miles of transcontinental highway would call for stone construction, as there are approximately 900 miles of improved streets in cities, towns, and villages on this course. This fact alone considerably reduces the problem of building such a highway. The fund of $10,000,000 will give approximately $5,000 a mile for road material, and since road material represents from only 30 to 50 per cent. of the cost of building a road, it means that instead of a $10,000,000 road across the country there will in reality be a $25,000,000 one.

"Many additional plans are being furthered in connection with this transcontinental scheme, one of which is the erection of sign-posts, one for each donation of $1,000 secured on the plans outlined. Each post would carry a bronze plate containing the name of the donor. Such posts will cost $12 each.

"Still another plan is that of entering into arrangements with the telephone companies whose lines are on the selected highway to secure plugging facilities on the line, so that the motorist having a breakdown between cities can immediately get into telephone communication with his dealers, a repair-man, or a garage-man. Such a system as this is at present in operation in England and also in certain sections of southern California.

"The possibilities of travel on a transcontinental highway of this nature are unlimited. Supposing 25,000 cars were to make a return trip over such a highway, occupying forty days. If each car carried four people the daily cost would be $25, or $800 for the round trip. At this same rate there would be an expenditure of $20,000,000 for the 25,000 cars. While this is a broad calculation so far as the number of cars is concerned, it will, however, serve to show the value to the towns and cities passed through of such a highway."

MOTOR EQUIPMENT FOR MUNICIPAL SERVICE

The economy and efficiency of motor-driven apparatus for such municipal service as street sprinkling, oiling, and cleaning are being demonstrated by many progressive cities here and abroad. The experience of the city of Pawtucket, R. I., in substituting motors for horses in street work is thus described in *Motor Car:*

"Pawtucket has a large mileage of macadam and gravel streets, well constructed and well maintained. For years the highways had been watered from early in April to freezing weather in the autumn, with the usual results from such treatments. As this article deals with the possibilities for improved methods and apparatus, it is appropriate that there be some explanation of the changes made that resulted in the utilization of a truck for a work that required nineteen watering-carts, nineteen pairs of horses, and nineteen drivers.

"During the season of 1909 the city suppress the dust by the use of water, using the equipment stated. The city owned the nineteen water-tank wagons, and during the period of service a pair of horses for each cart and a driver were hired at a cost of $4.50 a day, this bringing the cost for each cart, exclusive of the interest on the investment, depreciation, water charges, insurance, etc., to $27.50 a week, or an aggregate of $522.50. As the city owns its own waterworks, the water was supplied the department at the lowest charge—$60 a million gallons—which is probably a third less than the average price paid by cities. The work was systematically conducted, the city being divided into nineteen districts in which one cart was worked each day rain did not fall. These districts were not equal as to size, they ranging from

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37,100 square yards to 84,600 square yards of street area, and each driver was expected to so apply the water that the dust would be suppress uniformly and to make as many applications as was possible. For the purposes of minimizing time in distributing the water standpipes were located as frequently as conditions justified. The expense of the standpipes was not included in the cost of watering.

"The entire service was under the supervision of an inspector, who was required to visit every section of the city and see to it that the drivers were doing the work required of them and to direct the men in a general way. Of course, it was necessary the inspector have a horse and buggy to drive about. Some of the streets were sprinkled more frequently than others, the more generally traveled ways receiving the most attention.

"The cost for watering 863,000 square yards of street during the year 1909 was 1.4 cents a square yard, this including interest at 4 per cent. on the cost of the carts, water, new apparatus, repairs, and supervision, but not the depreciation charge for the apparatus. It might be said that this item was taken care of by the repair account. The cost for the work varied in the districts from 0.8 cent to 1.8 cents a square yard, which correctly represents the difference in the service. It might be well to direct attention to this particular condition because, with the use of water, the dust is suppress only for a comparatively brief time, especially in hot weather, and the more insistent the demand for service there is no possibility of giving more than the normal distribution. In fact, it may be said the experience is that when the weather is extremely hot the horses are not able to do as much as they would with a lower temperature.

"There is always a considerable difference between the theoretical and the actual work accomplished because of the time lost by the men, and the people are the loser because they do not receive the service they expect. During periods when little rain falls there is greater need of water, and that distributed is the more quickly dissipated. Water spread upon the streets has the effect of hastening deterioration, an excess being quite as bad as the lack of it. Under any circumstances the unproductive or empty travel of the watering-carts was found to considerably exceed 50 per cent., despite the location of the standpipes. The department of public works system, taking the maximum work of the carts by district, permitted the watering of from 2.76 to 6.58 miles daily, there being a total of 66.4 miles of highway in the districts served, allowing an average of 22 feet for street width and 13,000 square yards to a street-mile. It will be understood that this required from two to four applications.

"The use of oil was begun in 1910, and for this service, to cover the same districts, approximately 72 per cent. of the macadam and gravel streets, three watering-carts were used. It was found that while the mileage was increased so that each cart served an average of 22 miles, this was not satisfactory because of different character of distribution required. To illustrate, the carts were equipped with fan-sprinklers from which the oil flowed by gravity. When filled the flow of oil was fairly even, but as the head was diminished the oil was spread to increased depth and over a lessened area, filling the depressions and creating pools from which the oil was thrown by passing vehicles, causing complaints from the owners of conveyances.

"'So far as suppressing the dust the oil was decidedly superior to water. The oil was received in tank-cars and taken by a spur track to the city yard, where it was drawn from the tank and spread. The capacity of the tank-wagons was 600 gal-

SUBURBAN TRIPS WITH YOUR ELECTRIC

You Welcome Long Suburban Drives or Country Roads if Your Electric has a Good Battery and is Equipped with the

Westinghouse Motor

THE pleasure of an electric extends to every day in the year. The spirit has only to move you and you find the electric carriage at hand for pleasant drives through the suburbs—for shopping, calling, the theatre.

With the Westinghouse Motor and all its up-to-date features; protection against dust and mud; ability to take hills, without undue drain upon batteries; strength and power combined with comparatively light weight; you can absolutely depend upon the electric in all kinds of weather and upon all kinds of roads.

Westinghouse Motor equipped electric trucks and delivery wagons save their cost in a few months and give the best possible service.

We will be glad to give you any special information about electric vehicles for any purpose upon request. The names of all electrics equipped with Westinghouse Motors may be had for a post card.

Westinghouse Electric & Manufacturing Co.
Dept. MD, East Pittsburgh, Pa.

CONGRESS GOLD EDGED PLAYING CARDS
AIR-CUSHION FINISH

For Social Play
Artistic Designs
Rich Colors
New Each Year
Club Indexes

50¢ PER PACK

THE OFFICIAL RULES OF CARD GAMES
HOYLE UP-TO-DATE
ISSUED YEARLY
SENT FOR 15¢ IN STAMPS

BICYCLE CLUB INDEXED PLAYING CARDS
IVORY OR AIR-CUSHION FINISH

Special Skill and Years of Experience Have Developed Their Matchless Playing Qualities For General Play

25¢ PER PACK

THE U.S. PLAYING CARD CO. CINCINNATI, U.S.A.

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What confidence have you in advertisements?

Read this letter—one in thousands

FRANK HERBERT OWENS, Commercialist

140 S. Ruby Street **West Philadelphia, Pa.**

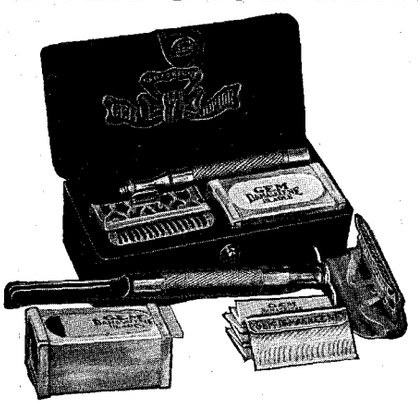
GEM CUTLERY COMPANY, New York City. August 9th, 1912.

Gentlemen:—Somewhere, sometime, I read an advertisement to the effect that some day I would buy a Gem Junior, and that day would probably be when I had realized that there was a really good safety razor on the market and that that razor was the Gem Junior.

I have tried most of the safety razors whose names have appeared in print—not excepting the high-priced ones—but, still having confidence in the statements made in some of the advertisements, I bought a Gem Junior Razor, expecting little, but getting much. I have one of the new outfits and I believe it is the best shaver and best saver in the field to-day. Yours very truly, FRANK HERBERT OWENS.

This is the—

Gem Jr. Damaskeene Razor



$1.00

Outfit complete includes Gem frame, which has a reputation by itself, combination stropping and shaving handles and seven Gem Damaskeene blades, all in a velvet lined case, as illustrated—blades are packed separately in self unloading metal box.

Separate Set of 7 Gem Damaskeene Blades, 35c.

Gem Jr. Damaskeene Razor and Damaskeene Blades mean shaving comfort—any wise dealer knows—ask him.

GEM CUTLERY COMPANY, 210-216 Eleventh Avenue, New York

Pioneer Safety Razor Makers—31 years in business

COLGATE'S

TRADE PERFECTED MARK

SHAVING CREAM

A cool, clean shave. To convince you, we will send a trial tube (*this size*) for 4 cents in stamps.

COLGATE & CO.
Dept. Y
199 Fulton St.
New York

SURBRUG'S ARCADIA MIXTURE

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

At Your Dealer's.

SEND 10 CENTS for sample which will convince.

THE SURBRUG COMPANY
204 Broadway, New York.

lons each, and a 10,000-gallon tank, containing approximately seventeen loads, could be emptied generally within the time allowed before demurrage was charged—four days.

"The city's watering equipment consisted of the nineteen tank-carts that cost $375 each. The interest on the investment was $270 figured at 4 per cent. The depreciation was not estimated and was met with a repair expenditure of $1,387.90 in 1909. The net cost of the carts was $7,125 plus the freight. With the use of water the nineteen carts were not sufficient. With the use of oil three carts met all requirements. With the necessity of having a central location from which the oil might be distributed, and utilizing the tank-cars instead of a storage tank, it was considered best to make an entire change of equipment.

"When practical experience had demonstrated that oil was desirable from every point of view for the suppression of dust, the Commissioner of Public Works was authorized to procure such apparatus as would in his judgment afford the greatest economy and efficiency. One purpose was to minimize the unproductive labor and the other was to better distribute the oil, so there would be no waste and eliminate any cause for complaint.

"The department prepared plans of an apparatus that was decided would answer every requirement, and found that it was necessary to build it in part. First a 3-ton truck was purchased, and from this the body was removed. Then a sheet-iron tank of 800 gallons capacity was built to specification and this was installed on the chassis. This size was believed to be best for all-round work, and it was proposed to distribute the contents of an 8,000-gallon tank in ten loads. The tank was so constructed that it could be removed from the chassis in a comparatively short time.

"Between the forward end of the tank and the driver's cab was located a pump of the three-plunger type, and the sixteen-inch driving-pulley was belted to a seven-inch pulley fixt to the clutch shaft forward of the transmission. The reason for this was that the pump might be driven at all times at engine speed. A standpipe was placed in the tank at the left forward corner, with such clearance as to insure practically complete clearance of the tank. The connection with the standpipe and the pump was made so that there need be no pressure whatever in the tank, and the oil be forced by pump to a pressure of 100 pounds to the square inch through a line leading to the spray-header, suspended by tubes carried in guides at either side of the rear of the tank, these tubes being so constructed that they might be adjusted for height.

"The pumpage is controlled by four levers at the left side of the driver. One of these operates a relief-valve so as to diminish the flow of oil into the pump. A second permits the bypass of oil so that there may be a diminution of pressure at the header when climbing a hill slowly, for instance, and the engine is running faster than it would normally on a level. The third will shut off the oil-supply to header near the pump, and the fourth will shut off the oil-supply close to the header so that there will be no flow whatever, as when crossing a walk. It was believed that there might be some difficulty experienced when the speeds of the truck were changed, but it was found that this condition was not realized.

"The capacity of the pump was such that a tank of oil could be distributed in about forty minutes, and as the flow was regulated at the header and directed downward on to the surface of the roadway the fluid would penetrate the surface very

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rapidly. With the tank-wagons it was necessary during cold weather to heat the oil to a temperature of 150 degrees at the tank-car by a coil of steam-pipe to insure penetration, but this was entirely overcome by the use of the pressure distribution. That there might be no oil-spray blown about by high winds, the header was masked by a canvas covering that is but a few inches above the roadway.

"Since the original construction several changes have been made in the apparatus, the pump-pulley being reduced from sixteen to twelve inches diameter and the number of outlets increased from thirteen to twenty-six, this giving a more equal distribution. It has been found that it is best to change the distributing pressure than to vary the proportions of the outlets. The oil is pumped so long as the truck is moving or the engine is in operation. The control is very precise, as it is possible to oil a road to within an inch or two of a given point and to begin or cease oiling whenever desired. This evenness of distribution is the same, no matter what the quantity of oil in the tank. The tank-truck is operated by two men, one driving and the other manipulating the levers by which the distribution of the oil is regulated. When the truck was first placed in operation it was found necessary to do some experimenting for the crew to become familiar with it, but in a comparatively short time the men mastered it and were able to do exceedingly satisfactory work. In fact, one quality is that within a very few minutes after oil has been applied in light coats one may walk about on the road without any of the discomforts or annoyances that are experienced with other methods of oiling.

"The equipment replaced the three watering-carts used for oiling and not only does the work, but does it in every way more satisfactorily. It is not possible to keep the machine working all the time, for the needs of the city do not require it, but to indicate the capacity it may be said that often a tank-car of 8,000 gallons is emptied in a day, this meaning that ten full loads are applied, tho occasionally from ten to twelve hours may be necessary for such work because of the distance of the distribution from the tank-car. It is evident that should necessity require the truck could work on a 6,000-gallon basis every day that the weather would permit the application of oil. During 1911 the truck was driven approximately 10,000 miles, the greater part of this in street-oiling, and a road area of 835,000 square yards was oiled at a cost of 1.17 cents a square yard, considering oil and labor. With the cost of repairs and supplies the cost was 1.25 cents a square yard. The saving shown is 0.15 cent a square yard, for the theoretical cost of watering was 1.40 cents, but this was somewhat increased because the actual work expected is never what is realized, there being more or less shirking by the men. Besides the improvement of the distribution there is a distinct saving of 10.71 per cent. and an actual economy of probably 15 per cent., altho the full capacity of the machine is not as yet realized. The city distributes between 250,000 and 300,000 gallons of oil annually, this being equivalent to about 350 tank loads, taking 275,000 as the quantity used. Estimating 6,000 gallons as a day's distributing and there being 100 days of the year when oiling can be done, this would show an actual work capacity of 600,000 gallons, or more than double what is now required of the truck.

"But besides the oiling the truck has proven itself especially serviceable in other ways. When the season closed the pump and tank were removed and the regular body installed, and the truck was used by the water department during the entire

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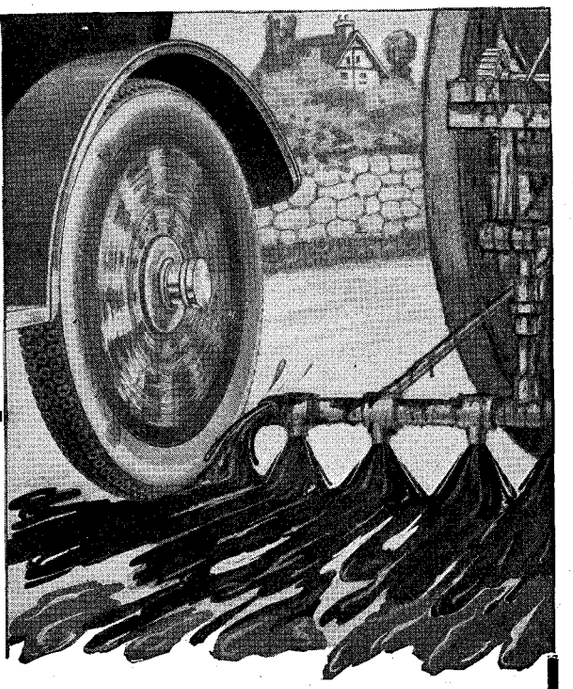

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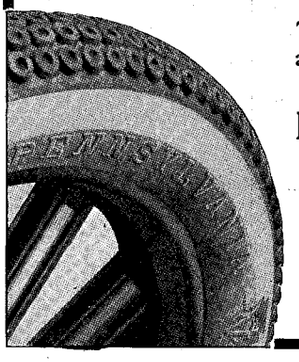

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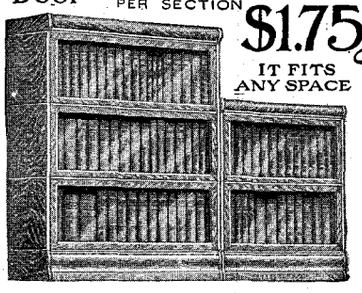

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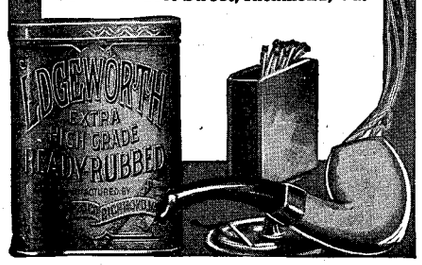

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winter, doing work that required eight hired horses and express wagons. It was loaded each morning with from fifteen to twenty laborers, and their tools and the men were carried to their work. They were brought back when the job they were on was completed, and not only saved their time, but the expense of the horses and wagons they had previously used. Besides this the truck hauled material and did no end of serviceable work. As a municipal investment it was a decided success. When the winter's work was finished it was again equipped for street-oiling and it is now in this service. It is expected that with the experience of the past year it will show even greater economy.

"While this is, so far as is known, the only apparatus of the kind, motor-trucks have been adapted to other kinds of municipal work. For instance, the Emerson dry sweeper is being carefully tried in New York City, this being a chassis fitted with a rotary engine-driven brush at the back. The sweepings are carried up a chute over the top of the machine and into a compartment, a slight suction preventing the dust from becoming obnoxious.

"A street-sweeper that has been used with considerable success in a number of cities of continental Europe is a tank and rotary broom carried on two large steel-tired wheels. From this tank water is distributed on the paving to lessen the dust and make certain the collection of the refuse. From the side of the street it is collected by wagons. The apparatus is driven by a Richard-Brasier motor, and it is interesting in that the drive is by double side-chains to the forward wheels, through a cone-clutch and countershaft. On the steering knuckles are gear-and-pinion reductions. The broom drives separately.

"Another interesting apparatus utilized extensively in Germany is a motor-driven tank carried on four steel-shod wheels and carrying a rotary broom. This also sweeps the refuse into the side of the street for collection.

"In France a motor-truck is utilized by the sanitary department for the collection of garbage. The body is of metal, completely closed, and mounted on rollers on the deck of the chassis so that it may be withdrawn for dumping. The purpose is to facilitate the carriage of the garbage and to minimize the odor, while with the removal of the body the truck may be used for other work.

"These are some of the practical uses for trucks in municipal service. They emphasize that with changed methods there is the best of reason for utilizing the superior qualities of these machines."

MOTOR-TRUCK LOADING AND UNLOADING PROBLEMS

"The operations of loading and unloading are the links that connect internal system with external system," says *The Commercial Vehicle*. "Let us suppose that a big retail store has elaborately organized its internal delivery system to correspond with the efficiency of a fine fleet of motor-vehicles; let us suppose also that not a jot of time is lost from the moment the goods are ordered till the time they are packed and addrest, ready for delivery. Internal system does this; and external system delivers the goods with the least possible delay. So far so good. But suppose the connecting link is weak! Many and many a time are alleys in big cities, similar unto those into which most loading platforms abut, congested and rendered almost impassable by a string of horse-vehicles, motor-trucks, light delivery-wagons, all waiting for their turn. And if they have to wait for their turn, so also will the

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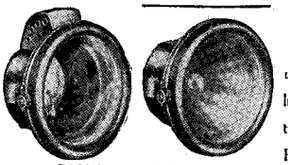
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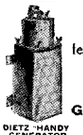
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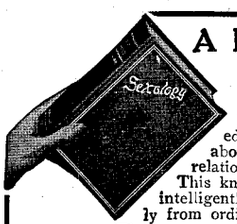

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goods have to wait on the loading platforms for their respective delivery-wagons. Consequently internal system is wasted, external celerity of delivery is of no avail; the two systems are unable to meet, but unified produce the requisite model delivery.

"This is not an *imaginary supposition*. Every minute a delivery-wagon waits in idleness is actual loss of money. Systems are useless when loading facilities are nil. The motor-vehicle is a particular sort of person. He must have method and methods must be worked on time, otherwise he refuses to be efficient. The motor-vehicle is mechanical; then methods, facilities, arrangements must be mechanical. There must be no hitch. All must be kept lubricated with the oil of constant habit.

"Loading platforms should be constructed in a common-sense manner. Before installing a motor-delivery system, let the merchant, wholesaler or retailer, look to his loading facilities. They may have done very well for horses; horses like rest; in fact, they *must* have it, but to a motor-truck rest is an antiexistence. Let the merchant draw a plan on careful measurements; he must time his delivery system so that there must be no congestion even at the busiest hour of the day; if he finds that some one else's loading platforms get in the way, then he must negotiate with that person, and point out to him in a tactful manner how much better for both certain modifications would be; if argument fails, then he had far better construct new platforms in another part of the building than attempt to work motor-vehicles from loading places that at any time may be hampered.

"Another point that has to be considered is: How many men shall I employ to load each wagon? Will this depend on the load, the time of day, the district for which the goods are bound, the time for which they are wanted, the position of the loading platform in relation to the vehicle? Of course it will, and the answer to such a question will depend on a host of similar points, all allied as factors in delivery efficiency. Such points must be focused to one single point, and that single point is 'get the motor started as soon as possible.'

"The loading platform is the link of two systems; it has a big influence on both. Therefore it is advisable that before perfecting either internal or external systems one should ascertain that the link is strong and supple and capable of expansion. Otherwise there will have to be reconstruction of systems to fit the link, whereas the position ought to be construction of the link to fit the systems."

Ways of Progress.—"Ten years ago," he complained, "I was denounced as a dangerous radical. Now they are referring to me as a reactionary."

"You ought to give up the habit of changing your opinions."

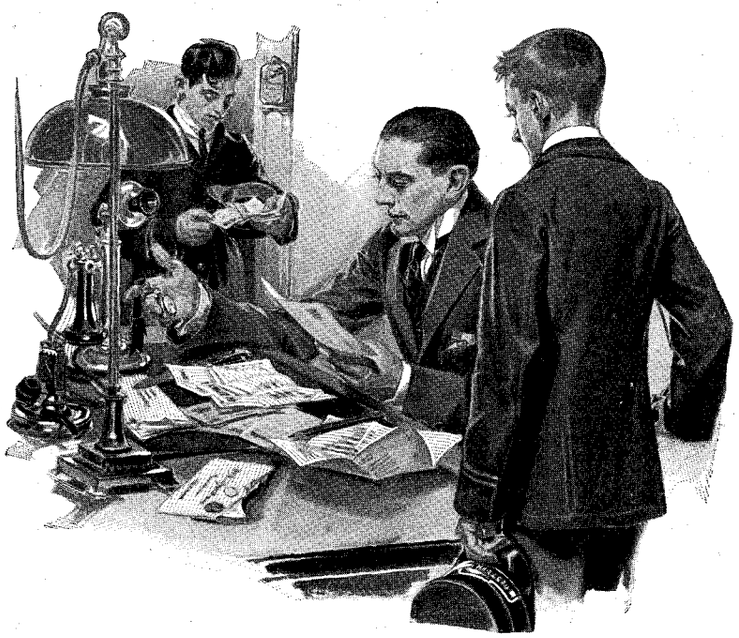
"But, confound it, I haven't changed them."—*Chicago Record-Herald.*

The Vital Question.—The professor was delivering the final lecture of the term. He dwelt with much emphasis on the fact that each student should devote all the intervening time preparing for the final examinations.

"The examination papers are now in the hands of the printer. Are there any questions to be asked?"

Silence prevailed. Suddenly a voice from the rear inquired:

"Who's the printer?"—*Everybody's Magazine.*



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The American business man, it is said, never writes when he can *"wire."* He sends 500,000 telegrams every working day, keeping fifty-nine thousand offices busy and nearly two million miles of wire.

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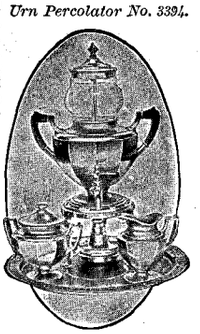

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CURRENT POETRY

WHEN Rosamund Marriott Watson died, on the twenty-ninth of last December, the publication of a new book of her verse had been announced. Its appearance was postponed, and it now is published (by John Lane Company) enriched by the inclusion of a large number of Mrs. Watson's earlier poems. The distinguished work of this poet is already known to the English and American public; this book may be considered as the definitive edition of her verse. Mrs. Watson's poems are thoughtful and melodious. English poetry is the richer for her gifts. The poems which we quote show her command of two widely different methods of verse-making.

Scythe Song

BY ROSAMUND MARRIOTT WATSON

Stalwart mowers, brown and lithe,
Over summer meads abloom,
Wielding fast the whispering Scythe,
Where is all the old perfume?
Breathes it yet in tender gloom,
Soft through Hades' twilight air?
Where hath Summer-tide her tomb?
Hush! the Scythe says, *where, ah where?*

Comes the long blade, gleaming cold,
Where the garden-ground is spread—
Rays of pearl on crowns of gold,
Dainty daisies, white and red!
Dames that o'er them once would tread,
Damsels blithe and debonair,
Where is all your sweetness fled?
Hush! the Scythe says, *where, ah where?*

Time! who tak'st and giv st again
All things bitter, some things sweet,
Must we follow, all in vain
Follow still those fantom feet?
Is there not some grass-grown street,
Some old, yew-begirt parterre,
Where our Dreams and we may meet?
Hush! the Scythe says, *where, ah where?*

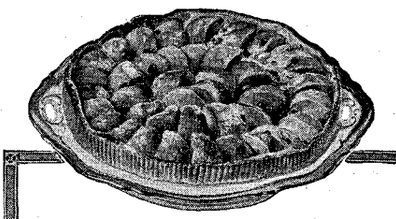
All Souls' Day

BY ROSAMUND MARRIOTT WATSON

To-day is theirs—the unforgotten dead—
For strange and sweet communion set apart,
When the strong, living heart
Beats in the dissolute dust, the darkened bed,
Rebuilds the form beloved, the vanished face,
Relights the blown-out lamps o' the faded eyes,
Touches the clay-bound lips to tenderest speech,
Saying, "Awake—arise!"
To-day the warm hands of the living reach
To chafe the cold hands of the long-loved dead;
Once more the lonely head
Leans on a living breast, and feels the rain
Of falling tears, and listens yet again
To the dear voice—the voice that never in vain
Could sound the old behest.
Each seeks his own to-day;—but, ah, not I—I enter not
That sacred shrine beneath the solemn sky;
I claim no commerce with the unforgot.

My thoughts and prayers must be
Even where mine own fixt lot hereafter lies,
With that great company
For whom no wandering breeze of memory sighs
Through the dim prisons of imperial Death:
They in the black, unfathomed oubliette
Forever and ever set—
They, the poor dead whom none remembereth.

The following poem, which we quote from *The Vineyard*, has a simplicity like that of the Breton folk-songs of which Mr. Gales is so devoted a student and so skilful a translator. The refrain, taken by



Dutch Apple Cake

One traveling in Europe sees much of the Dutch Apple Cake. It is fruity, easily digested, and altogether a wholesome dish. The crust is important. To get it crisp, creamy, and fine flavor, use

BORDEN'S EAGLE BRAND CONDENSED MILK

RECIPE—Mix together two cupfuls sifted flour, half a teaspoonful salt, one generous teaspoonful baking powder; rub into this one heaping tablespoonful butter. Beat one egg, add to it four tablespoonfuls Eagle Brand Condensed Milk diluted with three-fourths cup water, and stir this into the dry mixture. Beat well and spread the dough half an inch thick in a shallow baking pan. Pare six apples, cut into eighths, lay them sharp edges down, in parallel rows on top of the dough, pressing them in slightly. Sprinkle one-third of a cup of sugar over the apples, and bake in a hot oven about half an hour.

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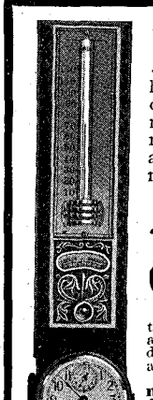

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itself, is not a striking phrase, but to its repetition the poem owes a large part of its charm.

In a Castle Garden Fair

BY THE REV. R. L. GALES

In a castle garden fair,
Round and round all day they pass,
Jesus, Mary, and the ass,
Happy as the day is long,
All day long in the long grass,
In a castle garden fair.

In a castle garden fair,
Old Saint Anne sits by the well;
She has many tales to tell
Of old wars and the sad things
That in days long gone befell,
In a castle garden fair.

In a castle garden fair,
Little Jesus tired with play,
And the great heat of the day,
Listens to the old Saint Anne,
While the ass eats the sweet hay,
In a castle garden fair.

In a castle garden fair
Her tired voice is weak and low,
Very long her tales and slow,
Little Jesus falls asleep,
On and on her tales still go,
In a castle garden fair.

In a castle garden fair
There is knocking at the gate,
It is Joseph who comes late;
He, good man, has toiled all day,
He for supper must not wait,
In a castle garden fair.

In a castle garden fair,
Now an ancient serving man,
With what slow stiff speed he can,
Spreads for Joseph 'neath the trees,
Jesus, Mary, and Saint Anne,
In a castle garden fair.

William Watson has never been afraid of controversy. And his poem on Ulster's attitude toward home rule and England's attitude toward Ulster has the forcefulness which comes from intense feeling and the mastery of words. We take it from the London *Times:*

Ulster's Reward

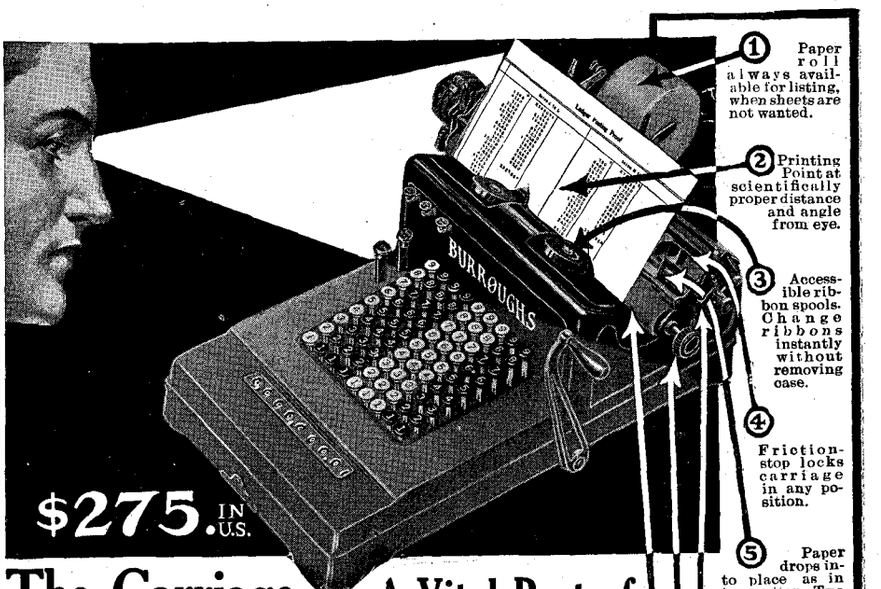
BY WILLIAM WATSON

What is the wage the faithful earn?
What is a recompense fair and meet?
Trample their fealty under your feet;
That is a fitting and just return.
Flout them, buffet them, over them ride.
Fling them aside.

Ulster is ours to mock and spurn,
Ours to spit upon, ours to deride;
And let it be known and blazoned wide
That this is the wage the faithful earn.
Did she uphold us when others defied?
Then fling her aside.

Oh, when has constancy firm and deep
Been proven so oft yet held so cheap?
She had only asked that none should sever,
None should divorce us, nothing divide;
She had only asked to be ours forever,
And this was denied.
This was the prayer of the heart of Ulster,
To them that repulsed her
And flung her aside

When in the world was such payment tendered
For service rendered?
Her faith had been tested, her love had been tried.
And all that she begged was with *us* to abide.
She offered devotion in boundless store,



1 Paper roll always available for listing, when sheets are not wanted.
2 Printing Point at scientifically proper distance and angle from eye.
3 Accessible ribbon spools. Change ribbons instantly without removing case.
4 Friction-stop locks carriage in any position.
5 Paper drops into place as in typewriter. Two rows of rubber friction rollers hold paper to very last line.
6 Easy, handy arrangement of various shifts and levers for spacing, etc.
7 Carriage on top of machine only three inches from keyboard.
8 Carriage automatically adjusts itself to any thickness of paper or any number of carbons. Carriage removable in one minute —3½, 12½ or 20-inch width as desired.

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Don't be misled by generalities in adding machine advertising or selling. Get specific facts and comparisons on specific points.

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The carriage of the Burroughs Visible is so arranged that it gives *greater* visibility of printing with *less* effort by operator than any other adding machine in the world.

It brings the printing point at just the proper distance from the eye and at the proper angle.

It is the only adding machine that gives the same convenience of seeing *all work at a glance* as the most approved visible typewriter.

In the BurroughsVisible carriage every lever and key is arranged for easy and direct manipulation. The carriage is only three inches from the keyboard—no stretching nor shifting necessary.

The paper drops into place in the carriage automatically—like a typewriter. A twirl of the platen knob and you are ready for work!

The carriage leaves the whole sheet exposed to view; no danger of coming to end of paper roll without knowing it. Construction permits interchangeability from 12½" to 20" carriage and *vice versa.*

Automatically adjusts itself to any thickness of paper without interfering with uniformity of feed. A unique friction-stop locks carriage in any position. The bell counts items listed, warns the operator when end of sheet is neared, and locks the carriage so headings are uniform.

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The Burroughs factory is not a new one, built just to make this one type of machine. It has been running 20 years and even the first adding machines turned out are still in use.

The Burroughs reputation and prestige are being built into every one of these machines and every word of the Burroughs *guarantee* and of the Burroughs *Service* pledge goes with it.

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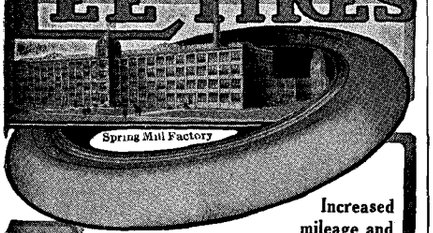

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CONSHOHOCKEN PA
J. Ellwood Lee, Pres

But that is a thing men prize no more,
And tossing it back in her face they cried—
"Let us open the door
And fling her outside."

Where on the earth was the like of it done
In the gaze of the sun?
She had pleaded and prayed to be counted still
As one of our household through good and ill,
And with scorn they replied;
Jeered at her loyalty, trode on her pride;
Spurned her, repulsed her,—
Great-hearted Ulster;
Flung her aside.

There is, to our ears, a jarring note in the third line from the last of this poem, which we take from the London *Nation*. The word *din* seems too literary for a country song. Of course it may be that the word is in common use among the Irish peasantry, but it does not come into the poem naturally. It nearly spoils the effect of the beautiful stanza in which it occurs.

Irish Country Song

BY PADRAIC COLUM

My young love said to me, "My parents won't mind,
And my brothers won't slight you for your lack of kind."
Then she stept away from me, and this she did say,
"It will not be long, love, till our marriage day."

She went away from me, and she moved through the fair,
And fondly I watched her go here and go there:
Then she went her way homeward, with one star awake,
As the swan in the evening moves over the lake.

The people were saying no two were e'er wed
But one had a sorrow that never was said;
And I smiled as she passed with her goods and her gear,
And that was the last that I saw of my dear.

I dreamt it last night that my young love came in,
So softly she entered her feet made no din.
She came close beside me, and this she did say,
"It will not be long, love, till our marriage day."

For so productive a poet Stephen Phillips maintains a remarkably high standard of excellence. The following poem, which appeared in *The Pall Mall Gazette*, is good criticism as well as good verse. "That lyre of thunder and the trump of gold" and "Repaint the faint vermilion of the morn" are particularly memorable lines.

Vergil and Tennyson

BY STEPHEN PHILLIPS

O skilled with all thy Vergil's elder art,
The magic of the Muses to impart;
To sing of England as of Rome he sang,
With grand hexameter that rolled and rang.
And able with a far instructed might,
The Latin lamp of splendor to relight,
Tho on a northern shore by sullen foam,
Recapture the dead melodies of Rome.
Thou, too, didst feel the passion of the past,
Things irretrievable and fading fast.
And thou didst hear aright the human cry,
The sea-like striving of mortality.
Tho not to thee was his full utterance given,
Born to a different tongue, and later heaven;
Tongue that alone in Milton could uphold,
That lyre of thunder and the trump of gold.

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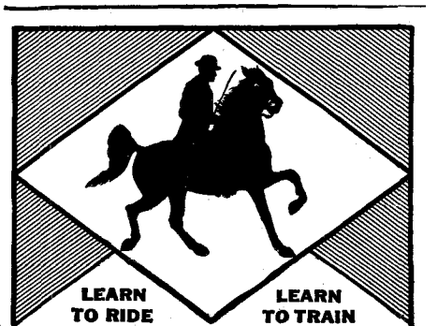

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But thou, still following with faithful feet,
The charm of field and woodland couldst repeat;
Repaint the faint vermilion of the morn,
And all the colors wherewith day is born;
And strangely sweet as unto him to thee,
Of waking birds the mournful melody;
Voices of kine, in dark uncomforted,
In the dark hour, and ere the skies are red.
And yet wast thou content in mist, to be
World-sundered by the billows of the free,
And from that Island eyrie to descry
The widening march of England's destiny.
Like him thou didst the courtier's part rehearse,
But never didst attain Marcellus' verse,
Nor ever the dread world beyond the tomb
Didst thou explore with Orpheus and the gloom.
Where armed Æneas frighted half the shades,
Coming in splendor on the dimmer glades,
But this we feel, when thou hadst crossed the bar,
The pilot of thy music was not far.

PERSONAL GLIMPSES

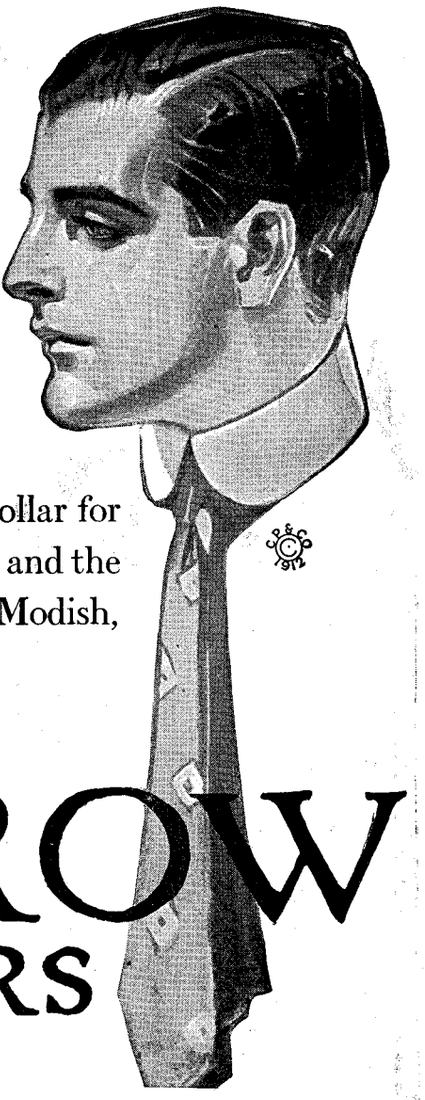
A TEAMSTER-CRUSADER

PEOPLE who would like to be useful to their communities but are timid because they lack means or education ought to find some encouragement in the story of what Joseph Heberle, a ten-dollar-a-week teamster, did in Cincinnati. Probably no man was ever more conscious of his limitations than Heberle, but, according to J. W. McGruder, general secretary of the Federated Charities at Baltimore, who used to know the teamster personally, he did all he could, which proved to be a great deal. Heberle conceived the idea that public drinking fountains would reduce the liquor traffic, and the zeal he displayed in a fight to make pure water easier to get than beer and the stronger drinks was remarkable. Mr. McGruder writes about this "common Dutchman" in *The Survey:*

Heberle was a German, born in the old country and accustomed to his beer. He had become aroused, however, against the crookedness and oppression involved in the exactness of saloon-keepers throughout the town, who had installed watering-troughs in front of their saloons and got city water free of charge, but who made it uncomfortable, not to say intolerable, for teamsters to water their horses at these troughs without patronizing the bar.

He registered his protest in no uncertain words, and began to agitate for "free public drinking fountains for man and beast," to be erected at convenient points throughout the congested business districts. But, to use his own expression, he was "nothing but a common Dutchman," and nobody paid much, if any, attention to what he said. The indifference only inflamed him the more, and he started out on a personal canvass among clergymen, labor leaders, social workers, and influential men and women, urging them to see in person or write to the Board of Public Affairs, and to get their friends to do likewise, demanding a city appropriation for free public drinking fountains.

It was not long before the Board of Public Affairs was flooded with letters and petitions, and it seemed as if suddenly and for some inexplicable reason the entire city



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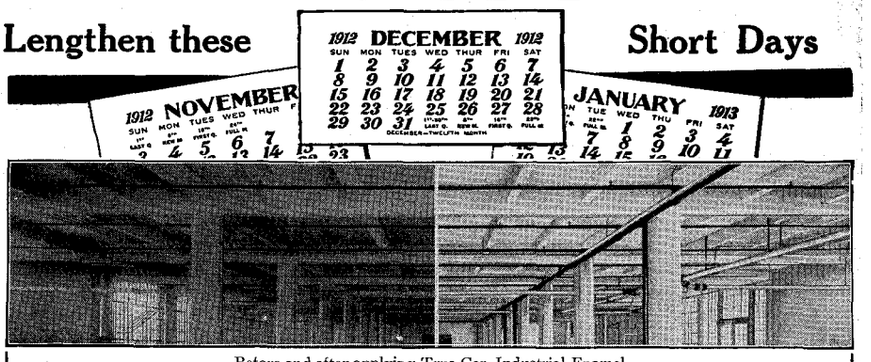
Lengthen these Short Days



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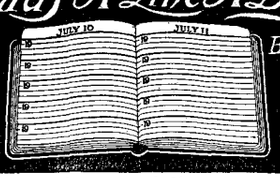

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of Cincinnati had gone mad on the subject of drinking fountains and would hear of nothing else. I have often wondered whether the board ever found out that only one man was back of all the hubbub, and he "only a common Dutchman."

Heberle had come to my home to enlist me in this fight. We were in the midst of an earnest discussion of the plan of campaign, the persons to be seen, the points to be argued, and all the rest, when into the room there toddled a baby girl. Instantly the man of one idea forgot me, forgot drinking fountains, forgot everything except the child. He crooned over her, fondled her, talked baby talk to her.

"Heberle," I finally interrupted, "why don't you get married?"

I ought to have known better. The man's face fell; he turned upon me almost fiercely, and, with eyes flashing, fairly hissed at me: "I'm nothing but a teamster. I earn only ten dollars a week. The most I can ever hope to earn is eleven dollars. And I'll never ask any woman to share that income with me and undertake the responsibilities of a family."

I awoke to the fact that I was looking into the face of a middle-aged man of warm domestic nature, who, rather than subject a wife and children to the privation and slow torture of less than a living wage, was subjecting himself to involuntary bachelordom and suffering in his own domestic soul a daily martyrdom.

This explains what was in later years puzzling to some Cincinnatians, to whom Heberle was a fanatic and more or less of a nuisance—his consuming zeal in the child-labor movement. Himself unlettered if not illiterate—I have letters from him the deciphering of which would do credit to a post-office expert—almost uncouth, and in every way handicapped, nevertheless he founded, financed, managed, and edited *The Child Labor Record*, the first publication of the kind in Cincinnati and Ohio, and one of the first in America. He was at it early and late, week days and Sundays, year in and year out, with never a vacation. He literally wore himself out and went down into a premature grave.

The tactics which he had successfully followed in the campaign for free public drinking fountains (I forgot to say that the Board of Public Affairs actually appropriated $2,500 or thereabouts for this purpose, thereby making a beginning at placing the city, so to speak, "on the water wagon") he pursued with equal success for a Child-Labor Law. I believe that the National Child-Labor Committee will not accuse me of exaggeration if I say that to this unlettered Dutchman, the driver of an express wagon and president of the teamsters' union, more than to any or all other persons, is due the credit for having placed the first Child-Labor Law on the statute books of Ohio.

When I told a part of this story at the section meeting of the committee on standards of living and labor at the National Conference of Charities and Correction, and closed by saying that if ever there was a man who deserved a monument to his memory it was Joseph Heberle, the chairman of the meeting, Owen R. Lovejoy, greatly to my surprize and gratification, announced: "A monument is being erected to his memory. It is a free public drinking fountain."

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MRS. PECK—"I will with patience. You were just as troublesome yourself at first."—*Boston Transcript.*

Ever Seen Him?—"What sort of chap is he?"

"Well, after a beggar has touched him for a dime he'll tell you he 'gave a little dinner to an acquaintance of his.'"—*Lippincott's.*

Different.—"Bobby," said the lady in the street-car, severely, "why don't you get up and give your seat to your father? Doesn't it pain you to see him reaching for the strap?"

"Not in a car," said Bobby. "It does at home."—*Ladies' Home Journal.*

Sherlock Again.—MR. HOLMES—"I notice that you have a new kitchen maid."

MRS. BORDEN-LODGE—"I have. But I think it's perfectly wonderful how you can make such accurate deductions."

MR. HOLMES—"Quite simple, ma'am. I've been comparing the thumb-prints on the plates."—*Chicago News.*

One There.—The morning after a banquet, during the Democratic convention in Baltimore, a prominent Republican thus greeted an equally well-known Democrat:

"I understand there were some Republicans at the banquet last night."

"Oh, yes," said the Democrat genially, "one waited on me."—*Everybody's Magazine.*

Uncle Joe's Objection.—Uncle Joe Cannon, seated on the piazza of a seaside hotel, condemned a certain improvident type of social reformer.

"They're great borrowers," he said, "these chaps who are going to make the world over again."

With a chuckle he added:

"The worst thing about your Utopians is that they're all I-O-U-topians."—*Washington Post.*

Making Sure.—An aged merchant was very ill and sent for the family lawyer. "I wish," began the sick man, as the attorney stood by his bedside eager to catch every word.

"Yes?" answered the lawyer, hastily scribbling.

"All my property to go to my eldest daughter. I wish to die firm in the knowledge that the property is assured to her," continued the merchant, with excitement.

"Of course—of course!" fussed the attorney.

"Would it be asking too much," hesitatingly asked the dying man, "to suggest that you should marry her?"—*Ladies' Home Journal.*

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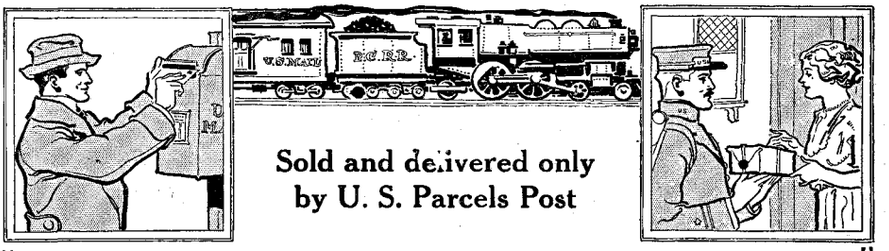

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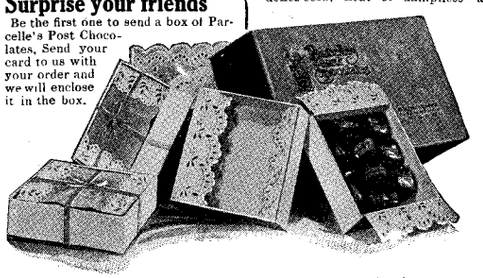

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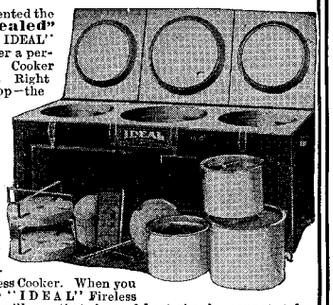

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CURRENT EVENTS

Foreign

September 27.—A general railroad strike is called in Spain.

A large anti-home rule meeting is held in Belfast, Ireland.

Stromboli is in eruption.

October 1.—Reports say that Greece, Bulgaria, Servia, and Montenegro are preparing for war with Turkey, and will present an ultimatum demanding autonomy for Macedonia, Albania, Old Servia, and Crete. London dispatches say that Turkey is mobilizing her regular Army.

Fighting is reported between Turkey and the Balkan States.

Domestic

September 26.—President Taft addresses the International Congress of Chambers of Commerce at Boston.

Winston Churchill is nominated for governor by the New Hampshire Progressives.

September 27.—Rioting incident to the street-railway strike causes the declaration of martial law in Augusta, Ga.

Job E. Hedges is nominated for governor by the New York Republicans.

Theodore Roosevelt speaks in New Orleans.

Governor McGovern of Wisconsin announces his support of Colonel Roosevelt.

September 28.—John L. Longstaff, an English aviator, is killed by the fall of his biplane at Mineola, N. Y., and Lieut. L. C. Rockwell and Corporal Frank Scott, of the Army Aviation Corps, are killed in an aeroplane accident near Washington.

Speaking at Atlanta, Colonel Roosevelt attacks Governor Wilson for having misquoted his trust-regulation arguments.

In a speech at West Chester, Pa., Attorney-General Wickersham urges compulsory voting.

It is announced from Washington that the President will submit to the next session of Congress a budget of appropriations in addition to the usual estimates of money needed.

September 30.—Lawrence, Mass., mill operatives hold a one-day "demonstration strike" as a protest against the imprisonment of Ettor and Giovannitti.

In the campaign-fund inquiry at Washington it is testified that E. H. Harriman personally contributed $50,000 to the Republican national campaign fund of 1904.

October 1.—William Flinn testifies before the campaign-fund investigators that he has given $144,308 to the Roosevelt campaign this year.

October 2.—Testimony given before the Clapp investigating committee shows that 73½ per cent. of the $2,088,000 Republican campaign fund of 1904 came from corporations, and that $424,972 was spent in the Roosevelt ante-convention campaign.

Rear-Admiral Lucien Young dies in New York.

Congressman William Sulzer is nominated for governor by the New York Democrats.

The Vermont legislature elects the Republican State ticket, headed by Allen M. Fletcher for governor.

More than 3,000 periodicals, about one-tenth of those in the country, comply with the provisions of the new law requiring them to publish and file statements of their ownership and circulation.

Colonel Roosevelt returns to Oyster Bay from his 11,000-mile campaign tour of the West and South.

Governor Wilson starts on a campaign speaking tour of the Middle West.

Homicide figures prepared by F. L. Hoffman show that whereas in the ten years ending in 1891 the homicide rate was 5.0 in each 100,000 persons, at the end of 1911 it was 7.2 persons for each 100,000 of the population of the leading cities.

Testifying before the Clapp investigating committee, J. P. Morgan says that his firm contributed $150,000 to the Roosevelt campaign of 1904.

Aviator Charles F. Walsh is killed by a fall at Trenton.

Eight are killed and 20 injured in a wreck on the New York, New Haven & Hartford Railroad at Westport, Conn.

The trial of 46 men accused of complicity in dynamite plots begins in Indianapolis.

Well Met.—HARDUPPE—"That fellow Bjones must have money."

BORROWELL—"So must I. Introduce me to him."—*Philadelphia Record.*

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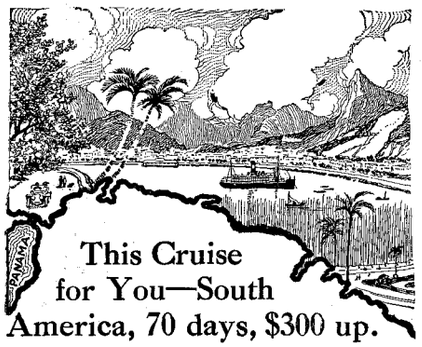

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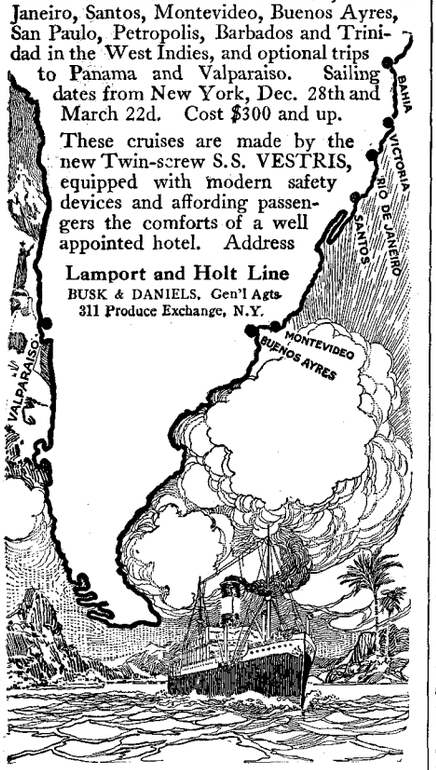

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"W. O. F.," Kansas City, Kan.—"(1) Is 'seen' used correctly in the following sentence: 'Isaiah when he saw a vision *seen* a need and was touched'? If not, why not? (2) Please give pronunciation of the word 'Bogomiles.'"

(1) "Seen" is the past (or passive) participle of the verb "*to* see," and hence is wrongly used in the sentence you quote; "saw" should be used, because the sentence calls for the past tense of the verb.

(2) Bogomiles—bog-*o*-mailz: First *o* as *o* in *not*, second *o* as *o* in *democrat*, *ai* as *i* in *pine*.

"F. E. J.," Arcola, Tex.—"Kindly give me the rules, with examples, for the uses of 'should' and 'would' in conditional sentences."

There are two parts in a conditional sentence: (1) the *protasis* (the *if*-clause) and (2) the *apodosis* (the statement that is based upon the assumption made in the *if*-clause). In the protasis, "should" is used in all persons; in the apodosis, "should" is used in the first person, "would" in the other persons.

"A. C. T.," Clover, Utah.—"Please state whether the following sentence is correctly worded: 'I *would have* liked to attend your graduating exercises.' Should not 'would of' be used rather than 'would have'?"

"I would of" is wholly indefensible. It isn't English at all. "I would have" is English, but not good English. One should say, "I *should have* liked to attend your exercises."

"C. di P.," New York, N. Y.—"Can the word 'pair' in the meaning of two things used together take the plural verb, as in the sentence: 'The pair of them *run* through the streets'?"

"Run" is correct. "Pair" is a collective noun, and calls for either plural or singular verb, according as the things referred to are thought of as more than one or combined into one.

"A. B. C.," Vancouver, B. C.—"Kindly advise me in regard to the correct or incorrect use of the *adjective* in such a sentence as, 'I feel *splendid*,' a general condition of health being conveyed by the meaning."

The sentence should have an adjective, not an adverb, in the predicate; but the adjective "splendid" is very ill-chosen. It is indefensible, except in loose, colloquial usage.

"S. E. H.," Franklin, Pa.—"Is the use of 'were' correct in the following sentence: 'My aunt would join me in kind regards if she knew I *were* writing'? If so, why?"

We do not think that "were" is correct. "Knew" is in the subjunctive mood here (altho there is no inflection to show the fact) because it stands in a clause which states an *unreal* condition; she does not know. But in the clause "(that) I am [or was] writing" there is no logical or grammatical ground for the use of the subjunctive form. The question as to whether you should say *am* or *was* is an open one. Logic calls for *am*, the grammatical rule of "sequence of tenses" specifies *was*. You may use either *am* or *was* without sin.

"J. E. M.," Guymon, Okla.—"Please state which is correct: 'It is believed to be *she*,' or 'It is believed to be *her*.'"

In sentences of such construction as "It is believed to be *she*," the infinitive is felt as forming with the verb a single verbal expression. The pronoun stands after this expression as a nominative predicate, agreeing with the subject "it," and therefore in the nominative form. If the verb were in the active form, "He believed it to be her," the pronoun "it" would be the object of the verb "believed"—or part of the phrase "it to be her," which would be the object—and hence in the objective case; and the pronoun "her" would be united by the infinitive "to be" with this objective "it," in a relation similar to the relation of a noun in the predicate with the subject. "Her" would, then, agree with "it" in case, and so would be objective. Compare Fernald's "A Working Grammar," p. 278.

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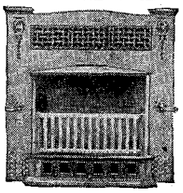

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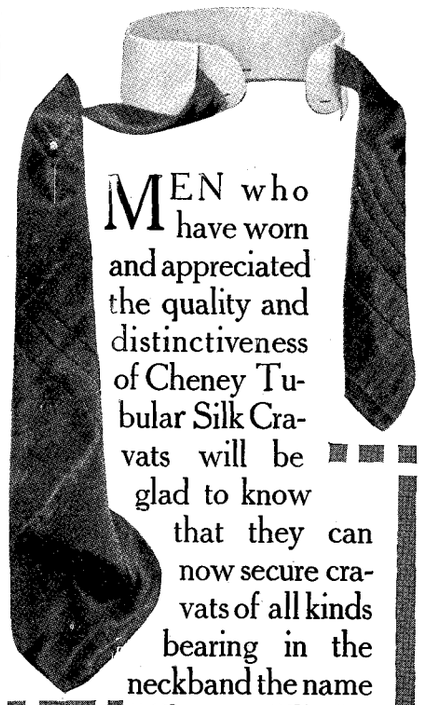

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